



Port of Greater Cincinnati
DEVELOPMENT AUTHORITY

3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

513.621.3000

December 20, 2016

Mr. Matt Didier
EPA Region 5

77 West Jackson Boulevard
Mail Code SE-7J
Chicago, IL 60604-3507
Email: Didier.matthew@epa.gov

Re: Port of Greater Cincinnati Development Authority U.S. EPA Brownfields Assessment Grant

Dear Mr. Didier:

The Port of Greater Cincinnati Development Authority (Port Authority) is submitting a Brownfields Assessment Grant application for \$300,000.

Located in southwest Ohio, Hamilton County is the third-most populous Ohio County with 802,481 people (2009-2013 American Community Survey (ACS)). The City of Cincinnati is the county seat and is located at the confluence of the Mill Creek watershed and the Ohio River. As a "Rust Belt" River City, Cincinnati and its surrounding neighbor-communities celebrate origins in the early 1800s as a merchant-economy, which profited from a steamboat-inspired boom in local manufacturing and warehousing. Producers of steamboats and engines expanded into manufacturing of other specialized industrial machinery, ultimately the region's premier strength and foundation for status as a hub of American Industry.

Rapid population growth experienced over two centuries of local industrialism drove infrastructure development and new commercial enterprise to less urban areas of the County. Affluence among workers and new transportation options enabled sprawl from the urban-core, and the land within historic and still-utilized primary industrial thoroughfares – namely the Mill Creek, a major tributary to the Ohio River, as well as the inner-city segments of post-WWII major highways – were effectively vacated by mobile residents, but have remained the heaviest industrial corridors in Cincinnati and the first-ring suburbs. Consistent with other "Rust Belt" narratives, the County and City faced dramatic manufacturing decline through the late 1970s and 1980s. However, local trends of out-migration, uninterrupted from 1970 through 2010's most recent census year, and complete loss of manufacturing specialization and market share were exaggerated responses to national trends, and in stark contrast to the MSA overall.

Strategies adopted over the past four years at the County and City levels – chiefly the Port Authority's *Industrial Revitalization Strategy*, with published target outputs of strategic, focused redevelopment of 2,000 high-impact acres, plus *Plan Cincinnati*, a comprehensive plan derivative of Cincinnati's Partnership for Sustainable Communities (PSC) grant award in 2010 – were borne of the culmination of public and private studies of trends, national best-practices, and outreach activities driven to establish tangible actions empowering our governing bodies, service agencies, and private citizens to participate in effectuating meaningful change. Both the Port Authority and City strategies point to the aforementioned Mill Creek and Interstate-75/Inner-city Highway corridors as critical involvement and influence zones for both local and regional growth and improvement missions. Further review of the socioeconomic factors within the corridors reveals two distinct land clusters, comprising a total of nearly 9 mi², that are most in-

need of revitalization, offer real potential for immediate and long-term benefits. These areas are the Mill Creek Valley Industrial (MC) and Inner-City Highway Industrial (IC) Corridors.

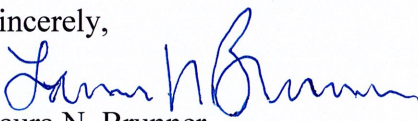
The Port Authority has prioritized the MC and IC Corridors and the neighborhoods of Queensgate, Camp Washington, Lower Price Hill, North and South Fairmount, South Cumminsville, Roselawn, Bond Hill, and the Village of Golf Manor for U.S. EPA funding. Conducting assessments, cleanup planning, and public outreach in the MC and IC Corridors will be critical to the success of the Port Authority's *Industrial Revitalization Strategy*. Additionally, attracting manufacturers to these corridors aligns our goals with several Livability Principles established by the Partnership for Sustainable Communities (PSC) including providing more transportation choices, supporting existing communities, increasing economic competitiveness, and leveraging federal investment.

This grant application also complements already coordinated federal agency partnerships. The Region has received the Investing in Manufacturing Communities Partnership (IMCP) designation for the Southwest Ohio Aerospace Region (SOAR) for this application. The MC and IC Corridors are strategically located in the manufacturing corridor of the City of Cincinnati within the SOAR Region.

Thank you for your consideration of our application. The assessment of key brownfield properties will aid in the transformation of the MC and the IC Corridors, increasing the region's competitive advantage to attract targeted industries, create new jobs, and grow existing businesses. Please call us if we can provide any additional information.

- a. Applicant Identification: Port of Greater Cincinnati Development Authority, 3 East 4th Street, Suite 300, Cincinnati, Ohio 45202
- b. Funding Requested: i.) Grant type: Assessment; ii.) Assessment Grant Type: Community Wide iii.) Amount: \$300,000 iv.) Contamination: Hazardous Substance - \$200,000; Petroleum - \$100,000
- c. Location: Hamilton County, Ohio
- d. Application is not site-specific
- e. Contacts: Project Director:
Ms. Melissa S. Johnson
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- Chief Executive:
Ms. Laura N. Brunner
President / CEO
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202
Phone: (513) 621-3000
Fax: (513) 621-1080
Email: lbrunner@cincinnatiport.org
- f. Population: i) 802,481 (Hamilton County)
297,150 (City of Cincinnati)
ii) 802,481 (Hamilton County)
iii) Persistent poverty: N/A
- g. Regional Priorities/Checklist: Attached
- h. Letter from the State or Tribal Environmental Authority: Attached

Sincerely,


Laura N. Brunner
President / CEO

1. COMMUNITY NEED

a. Target Area & Brownfields, (i) Community & Target Area Descriptions

The southwestern reaches of Ohio are encompassed by Hamilton County (413 mi²), with Cincinnati at its historic development core and present-day government seat. A quintessential “Rust Belt” River City, Cincinnati and its neighboring communities celebrate origins in the early 1800s as a merchant economy, which profited from a steamboat-inspired boom in local manufacturing and warehousing. Steamboat and engine producers expanded into manufacturing of other specialized industrial machinery, ultimately the region’s premier strength and foundation for status as a hub of American Industry.

Rapid population growth experienced over two centuries of local industrialism drove infrastructure development and new commercial enterprise to less urban areas of the County. Affluence among workers and new transportation options enabled sprawl from the urban-core. Lands within historic and still-utilized primary industrial thoroughfares – namely the Mill Creek, a major tributary to the Ohio River, as well as the inner-city segments of post-WWII major highways – were effectively vacated by mobile residents, but have remained the heaviest industrial corridors in Cincinnati and first-ring suburbs. Consistent with other “Rust Belt” narratives, the County and City faced the shock of national manufacturing decline, primarily when auto and steel industries bore massive losses through the late 1970s and 1980s. However, local out-migration, uninterrupted from 1970 through 2010’s most recent census year, and complete loss of manufacturing specialization and market share were exaggerated responses to national trends, and in stark contrast to the MSA overall. These factors, in combination with subsequent recessions and job losses (*Sections I.c.i, ii.*), resulted in vacancy of our corridors’ large scale factories and second tier suppliers, and collectively contribute to the obsolescence and “rusting” of our regional industrial prowess from which we are still recovering (*Re-Industrialization of Hamilton County Strategy, University of Cincinnati Economics Center, February 2016*).

Strategies adopted over the past four years at the County and City levels – chiefly the Port of Greater Cincinnati Development Authority’s *Industrial Revitalization Strategy*, with strategic, targeted output of redeveloping 500 noncontiguous high-impact acres by 2022, plus *Plan Cincinnati*, a comprehensive plan derivative of its 2010 Community Challenge Planning Grant (by Partnership for Sustainable Communities) – were borne of the culmination of public and private studies of trends, national best-practices, and outreach activities driven to establish tangible actions that empower our governing bodies, service agencies, and private citizens to participate in effectuating meaningful, mission-specific, and mutually beneficial changes.

Both strategic plans point to the aforementioned Mill Creek and Interstate-75/Inner-City Highway corridors as critical involvement and influence zones for local and regional growth and improvement. The health and economic distress and disparities present in these corridors further elevate the priority with which local organizations are focusing attention, aligning and procuring new resources, and incentivizing new investment – all of which this grant supports. The corridors form two distinct land clusters, comprising 9.25 mi², that are most in-need of revitalization, offer real potential for immediate and long-term benefits, and are therefore the subject of this assessment grant. These target areas are hereafter referred to as Mill Creek Valley Industrial (MC) and Inner-City Highway Industrial (IC) Corridors.

This grant is requested by the Port Authority, a quasi-public agency established in 2001 by Hamilton County and the City of Cincinnati. In 2008 the Port Authority was empowered to take a leadership position in regional economic development and, as such, operates collaboratively with dozens of economic development, community, and corporate partners. Port Authority administration of this mission and assessment grant represents a singular approach to unite the vision of previous and ongoing local efforts to address brownfield properties, prepare sites for redevelopment publicly and privately, leverage momentum of recent sea-change initiatives brought about through innovative Public-Private Partnerships, and involve communities through improved health data collection/dissemination and engagement to create a framework for investment and mechanisms that continuously improve residents’ local conditions.

(ii) Demographic Information and Indicators of Need

Six (6) adjacent communities, totaling approximately 6 mi², comprise the MC Corridor. Separately, our IC Corridor is made up of three (3) adjacent communities, measuring 3.25 mi². The Corridors are home to a combined population of 23,763 of the County’s 803,272 people, and ethnic and minority population rates here are among the County’s greatest concentrations, with **entire neighborhoods comprised of up to 95% African American and 13% Hispanic residents; more than triple and quadruple our County averages, respectively** (*US Census 2010*). The Corridors are marked by severe economic depression, with per capita income as low as \$3,455; and median household incomes less than 30% of the national level.

Our County’s most susceptible residents, low-income, minority, and children in these Target Corridors, are facing the greatest risk from the effects of brownfield contamination. Data indicates that our greatest neighborhood concentration

of children under 18 corresponds to the highest concentration of Hispanic residents and highest overall poverty rates at 56%. Further review shows 48% overall poverty rate in another Corridor neighborhood with 95% concentration of our African American residents in distress. The lowest overall poverty rate in our MC and IC is 21%, nearly twice the national rate. The individuals and families in our MC and IC are facing undue exposure to brownfield sites and their suspected contaminants while struggling to manage numerous external forces contributing to their socio-economic condition. **The need for action in these communities is critical; Children's Defense Fund recently ranked Cincinnati second in the nation for child poverty, behind Detroit, with 53% of children living in poverty (New York Times, Dec. 2013). Poverty ranges of children under age 5 in our MC are between 48% and 72%, while the IC corridor ranges from 24% - 48%, compared to the US overall rate of 24.1% (US Census Bureau 2000 SF3, 2012 ACS 5-Yr Estimates).** The MC and IC target communities represent pockets of concentrated poverty, and are most at risk of intense negative and cumulative effects and limited opportunities (*Children and the Spread of Concentrated Poverty by John Besl, The Community Research Collaborative*).

	MC: Min – Max <i>(data sets below)</i>		IC: Min – Max <i>(data sets below)</i>		Hamilton County		Ohio	Nation	
Population*^	6,740		17,023		802,272^		11,560,380^	314,107,084^	
Unemployment (%)	7% - 17%		2% - 8%		5.5%^A		5.8%^B	5.0%^C	
Poverty Rate^	34% - 56%		21% - 37%		18.4%^		15.9%^	15.6%	
Minority (%)^	–		–		31.1%^		17.4%^	37.2%	
Hispanic (%)*	0.5% - 13.1%		0.7% - 1.2%		2.7%^		3.3%^	16.9%	
African American (%)*	25.8% - 95.4%		72.3% - 94.4%		27.2%^		13.6%^	13.7%	
Children Under 18 (%)^	8.5% – 41.9%		20.6% - 26.1%		23.3%^		23.1%^	23.3%	
Median Household Income*	\$15,257-\$27,669		\$28,535 - \$33,492		\$48,927^		\$48,849^	\$53,046	
(A) South Cumminsville	MC Corridor						IC Corridor		
(B) Camp Washington									
(C) North Fairmount									
(D) South Fairmount									
(E) Lower Price Hill									
(F) Queensgate									
(G) Bond Hill									
(H) Roselawn									
(I) Golf Manor									
Population*	801	1,343	1,812	2,368	1,075	142	6,972	6,440	3,611
Poverty Rate ^W	48%	34%	39%	36%	56%	–	22%	37%	21%
African American (%)*	95.4%	33.4%	81.4%	58.9%	25.8%	71.8%	94.4%	87.2%	72.3%
Hispanic (%)*	0.5%	2.3%	1.8%	3.6%	13.1%	6.3%	1.0%	0.7%	1.2%
Children Under 18 (%)*	27%	13.5%	34%	27.5%	41.9%	8.5%	21.7%	20.6%	26.1%
Per Capita Income*	\$21,837	\$10,881	\$8,803	\$13,911	\$7,525	\$3,455	\$17,796	\$15,646	\$20,589
Median Household Income*	\$15,357	\$27,669	\$26,547	\$24,395	\$15,257	–	\$33,492	\$28,535	–

*2010 U. S. Census, Department of Planning and Building, City of Cincinnati^US Census 2010-2014 American Community Survey 5-Year Estimates,^XBureau of Labor Statistics (BLS), www.bls.gov, Labor force by county 2014 Annual Averages,^BBLS, www.bls.gov, 2014 Annual Average Unemployment Rankings by State,^CBLS, The Employment Situation: March 2016, www.bls.gov/news.release/pdf/empst.pdf, ^W<https://data.mysidewalk.com/datasets/27,61,19,342>

(iii) Brownfields and Their Impacts

The locations, nature, and extent of both **prioritized and suspect brownfields are identified on the following table.** Importantly, these sites were submitted by MC and IC residents to County and City representatives by way of multiple community outreach events, most recently the Health Survey activities by City of Cincinnati (*Section 1.b.iii*).

Perceived environmental impacts of MC and IC brownfields are contaminants generated from past operations and building materials used in their construction such as asbestos and lead paint. Assessment of targeted properties will reduce threats to public health, and will enable reuse in safe ways that eliminate environmental impairments. The greatest concerns with these brownfields are (1) ensuring we identify and reduce/eliminate our residents' exposures to these properties and the adverse health and physical conditions they contribute to, (2) proactively communicating

program activities and the health concerns/effects in meaningful ways with the Corridors' most at-risk populations, and whose locations coincide with the greatest density of brownfield sites, and (3) facilitating reuse of these underutilized properties in alignment with the guiding development plans detailed in Section 2.a.ii.

In 2015 the Port Authority conducted environmental screenings of the historic Bond Hill Business District, located in the IC Corridor. Environmental database records for this 0.009-mi² district identified 15 state-CERCLIS sites, 5 RCRA Generators of Hazardous Waste, 3 Federal RCRA Corrective Action sites, 12 suspected and confirmed leaking UST facilities, and 5 historic dry cleaners located within a quarter mile radius of its center, which – characteristic of all our Target Corridor neighborhoods – is immediately bound on all sides by densely occupied and deteriorated housing. In Bond Hill 89% of housing structures predate 1979 (*Dept. of Planning and Building, Cincinnati, US Census Report 2010*), and present exposure threats to asbestos, lead-based paint, and lead solder in plumbing fixtures. Furthermore these deteriorating houses do not provide sufficient barriers to other exposures from proximate brownfields, such as volatile chemicals and particulates emanating from nearby brownfield sites. **This development pattern and super-concentration of brownfields is typical of our MC and IC communities; environmental database records of sites in the IC Corridor identify 497 individual facilities with 1,310 occurrences on one or more state or federal environmental databases, and another 984 individual facilities with 3,004 database occurrences in the MC Corridor** (*Environmental Data Resources, Inc. Radius Map Report for Bond Hill February 2015, Environmental Record Search Reports for IC and MC Neighborhoods, December 2016*). Concerning sites are distributed in all corners of our Target Corridors, and must be evaluated to mitigate impacts on the local economy, environment, and health to local populations. Through prior and ongoing works, the Port Authority has compiled preliminary information on numerous potential assessment sites; a few of these include:

CORRIDOR	SITE ID & ACTIVITIES, CONCERNS & RECEPTORS ^{2/3}	POTENTIAL CONTAMINANTS ¹
MC	<u>Former Hudepohl Brewery & Bottling</u> Former manufacturer & brewery - Currently vacant < 0.5 miles from Ohio River, < 1-mile from 6 schools, 2 daycares, 1 hospital, 3 healthcare facilities, 3 parks	Asbestos, Polychlorinated biphenyls (PCBs), Trichloroethene (TCE) and universal waste
MC	<u>Former Ryerson & Sons Steel</u> Former aluminum plating/distributor - Currently vacant. Historic USTs, proximate to heavy rail switchyard. < 0.5 miles from Mill Creek, Cincinnati State Technical & Community College, Depaul Cristo Rey School, Valley Park	Petroleum products and oils (VOCs and SVOCs), metals, cyanide
MC, IC	<u>80MC, 90IC</u> <u>Historic Gas Station & Auto Repair Facilities</u> Petroleum storage/use, solvent use Scattered throughout all Corridor neighborhood areas	Petroleum products and oils (VOCs and SVOCs), metals, solvents (VOCs), PCBs, hazardous building materials (asbestos, lead)
MC, IC	<u>88MC, 44IC</u> <u>Various Plating, Stamping, Auto & Tool Manuf.</u> Plating/stamping, machine tooling, die casting Scattered throughout all Corridor neighborhood areas	Solvents (VOCs), petroleum products (VOCs, PAHs), metals (copper, cyanide, and chromium), cyanide, hazardous building materials (asbestos, lead)
MC/IC	<u>Herron Road Landfill & Reported Fill Areas</u> Illegal dumping, US EPA Emergency Response drum disposal, Undocumented fill – Present in all Corridor areas	Petroleum products (VOCs, SVOCs), solvents (VOCs), oils & hydraulic fluids (VOCs), Reported foundry sands
IC	<u>Cincinnati Gardens</u> Potential USTs, building components (lead paint, mercury switches, PCB transformers, asbestos) plus adjacent offsite industrial and known contamination sources (e.g.: Emerald Hilton Davis)	Petroleum products (VOCs, SVOCs), hazardous building materials (asbestos, lead), PCBs, metals, chlorinated VOCs
IC	<u>Gibson Greeting Cards</u> Lithographic/Copperplate engraving, mfg. of paper greeting cards Adjacent to residential, < 1,500 ft from religious center and day school, < 1-mile, from Mill Creek	Methanol, isobutyl alcohol, ethyl alcohol, isopropyl alcohol, n-propanol, petroleum products - gasoline range organics (GRO)

¹Agency for Toxic Substances and Disease Registry (ATSDR), *ToxGuides*; ²EDR, Inc. Radius Map Report for Bond Hill, ERS Database Report for IC and MC, December 2016, MC–Mill Creek Valley Industrial Corridor, IC–Inner-city Highway Industrial Corridor; VOCs–Volatile Organic Compounds, SVOCs–Semi-Volatile Organic Compounds, PCBs–Polychlorinated Biphenyls, PAHs–Polynuclear Aromatic Hydrocarbons

According to Scorecard.org (2002), additional evidence of impacts to Hamilton County residents includes: 1) Hamilton County is among the dirtiest 10% of all U.S. counties for air emissions and increased cancer risks from hazardous air pollutants; 2) Hamilton County has the 2nd highest “high hazard indicator” for the number of housing

units (15,000) with a high risk of lead hazards in Ohio and is in the top 10% nationally 3) Hamilton County is the 9th highest county in Ohio for pounds of toxic chemicals released to the environment. It was also ranked as the dirtiest 10% of all U.S. counties for total environmental releases. Due to the concentration of brownfields in the MC and IC, the migration of contaminants to surface and groundwater poses a serious threat to human health and also the environment, including the Mill Creek watershed and Ohio River.

b. Welfare, Environmental and Public Health Impacts, (i) Welfare Impacts

Today, the MC and IC are limited by inefficient transit networks, fragmented parcels, aged buildings, and contaminated sites. According to Hamilton County Land Reutilization Corporation data, there are currently 3,069 tax delinquent parcels in the MC and another 1,959 in the IC. Furthermore, the same sources indicate up to 67% of industrial sites are vacant in these neighborhoods ([https://data.mysidewalk.com/datasets/27, 61, 19, 342](https://data.mysidewalk.com/datasets/27,61,19,342)). Many of these parcels are brownfields that need assessment, remediation, and evaluation for health impacts. A recent study ranked Cincinnati last among its peer cities in jobs accessible by transit at only 58.9%. Cincinnati also lags for commuting by bicycle and on foot at 2.3% compared with 3.9% in Pittsburgh and 3.4% in Minneapolis (<http://www.bizjournals.com/cincinnati/news/2015/11/10/when-it-comes-to-transit-cincinnati-lags-behind.html>). As such we will focus on sites that support investments to create locally based family-wage jobs, and that align with planned transit improvements to more readily connect people to employment with transportation options – including bike trail, bus, and walkability.

Such improvements will address additional welfare impacts perpetuated by insufficient transit including disconnection from local food systems. The entirety of both Corridors have been identified as “Critical” areas where residents are more than 1-mile to the nearest full-service grocery store, and food access is compounded by high poverty rates. Furthermore, an average of 32% of MC and 25.5% of IC residents do not have access to a single vehicle (https://www.uc.edu/cdc/5_19_14_StateofLocalFoodReport.pdf). Residents walking through the MC and IC are forced to encounter brownfields, which presents additional health and safety concerns. An example includes the Former Hudepohl Brewery factory in the MC’s Queensgate neighborhood, where an illegal trespass incident resulted in injury and criminal trespass charges against multiple young adults illegally entering the property. Though it had previously been secured with razor wire, tack-welded doors, and police fencing, the individuals involved fell into an abandoned elevator shaft and required, at taxpayers’ expense, more than 20 firefighters to extricate them from the structure. The Port Authority has secured funding in partnership with the City of Cincinnati and partner development agency 3CDC to demolish this brownfield, but environmental, safety, and unknown health issues still present an imminent threat to residents while the complex remains in its current, deteriorating condition. This site is less than a mile from numerous high-traffic and public spaces, including a hospital, two daycares, two public libraries, and two parks.

Similar threats exist in all our MC and IC neighborhoods, where there is further concern that the age and physical deterioration of homes do not provide sufficient protective barriers from the contamination of brownfields. Data indicate 83.9% and 53.3% of the homes available to residents are older than 1949, with 96.1% and 90% dating before 1979, respectively (*Dept. of Planning and Building, Cincinnati, US Census Report 2010*), presenting potential interior exposures to asbestos and lead paint. Our governments and support organizations struggle with protecting these susceptible residents, and look to elimination of brownfield threats as a necessary component of this critical effort.

(ii) Cumulative Environmental Issues

Brownfields in the MC and IC Corridors are one visible representation of the multi-faceted distress our residents endure. A Hamilton County Regional Planning Commission Environmental Social Justice Report (2004) observed the spatial correlation between industries releasing toxic materials and the percentage of an area’s population that lives below the poverty line, which are conditions of our MC and IC Corridors. Furthermore, the excessive noise and physical hazards of the MC and IC railroads and highways presents an air quality pollution issue to adjacent residents, schools, and parks. The MC and IC encompass a former municipal incinerator, countless licensed and unlicensed landfills, town gas plants, active and remnant rail spurs, more than 130 RCRA Generators and 32 leaking Underground Storage Tank sites with ongoing corrective measures due to confirmed releases (*ERS Database Report, MC and IC Corridors, Ohio, December 2016*).

In addition, the Mill Creek watershed associated with the MC Corridor is one of the most severely polluted and physically degraded streams in the U.S. Companies such as Proctor & Gamble, Lodge & Shipley, KAO Brands, and Jim Beam originated in the MC due to proximity to Mill Creek. The industrialization has been a double-edged sword, however, as after 200 years of heavy industry stressors and sources of pollution, American Rivers designated the Mill Creek watershed as “the most endangered urban river in North America” (<http://groundworkcincinnati.org/history.php>). In 1992, Ohio EPA conducted its first comprehensive chemical and biological survey of the Mill Creek

watershed and some of its tributaries. Levels of bacteria and viruses from raw sewage exceeded acceptable federal and state water pollution standards at virtually every sampling site on Mill Creek. Elevated levels of lead, other heavy metals, organic compounds, pesticides and ammonia were detected. Sediment samples taken at a number of sites indicated elevated levels of lead, zinc, copper, cadmium, and chromium. Fish and benthic macro-invertebrates were adversely impacted by multiple stressors, including contaminated sediments, channelization of the stream, loss of stream and riparian habitat, combined sewer overflows, other pollutants, and a widely-ranging flow regime. The Ohio EPA recommended that the public not come in contact with the Mill Creek watershed. State and local efforts are ongoing to prevent people, especially children, from fishing and wading in the creek.

(iii) Cumulative Public Health Impacts

Residents of the MC and IC Corridor communities experience a number of economic, social, and place-based stressors that include brownfields and the crime that often follow vacancy and disinvestment; the combination of these stressors negatively impact daily living, health, and mortality rates. In 2014, the City of Cincinnati received a grant from the **Agency for Toxic Substances and Disease Registry** (ATSDR) to fund a brownfield/land reuse initiative project in the South Cumminsville neighborhood of the MC Corridor. Reports prepared by program partner INNOVATIONS in Community Research and Program Evaluation (a division of Cincinnati Children's Medical Center) indicates that residents here have **a life expectancy of 71.2 years – nearly 16 years less than those in more affluent Cincinnati neighborhoods**. The potential impacts of brownfield and land reuse sites in neighborhoods is currently unknown as environmental investigations are yet to be conducted to determine if these properties have released contaminants into the environment (*Cool It Innovations Health Survey Report, City of Cincinnati, December 2016*). The report recommended completing environmental investigations to identify potential health clusters related to environmental impacts, and that are necessary to plan appropriate intervention and allocation of resources to impacted residents.

Survey results of South Cumminsville residents revealed 70% of the population living within a block of a brownfield, with 35% and 43% of children reportedly playing in vacant structures and parking lots. Aside from obvious safety issues, lung irritations and allergic reactions are impacted and can be triggered by particulates in the air and exposure to volatile chemicals. With such large portions of this population living and playing near brownfields, it is unsurprising that **renter asthma rates in this population are 60% for children and 40% for adults, compared to the Ohio average incidence of 15.2% (children) and 14.9% (adults)** (*Ohio Statewide Asthma Plan, Ohio Department of Health*). Although formal studies have not been conducted in all MC and IC communities, it is expected that contaminants from historic, former industrial processes have significant, negative health impacts on these communities and their sensitive populations. Suspected contaminants are carcinogens known to cause respiratory disease, neurological damage, kidney damage, reproductive system damage, and birth defects. A February 2011 Ohio Cancer Incidence Surveillance System's (OCISS) report on age-adjusted incidence rates of various types of cancer (Ohio Department of Health) concludes that residents of Hamilton County have an increased risk for multiple types of cancer as compared to the State of Ohio. Specifically, Hamilton County residents are at greater risk of liver (31.1%), stomach (6.6%), prostate (5.9%), larynx (2.2%), and breast (1.8%) cancers (<http://www.healthy.ohio.gov>).

c. Financial Need, (i) Economic Conditions

Due to reductions in revenue over the last 5 years, the governments of Hamilton County and its cities do not have the resources to conduct necessary site assessments for the evaluation of contaminants and health exposures, and that promote safe and beneficial reuses of key, targeted properties. In FY2014, the City of Cincinnati faced a \$35 million deficit. This was compounded by State-directed tax changes which included a 50% reduction in the Local Government Fund, elimination of tangible personal property tax, and elimination of the Estate Tax; which reduced the City's revenue by \$28 million in 2014 (*City of Cincinnati FY 2014-2015 All Funds Budget*). The impact of company closings, job losses, and decreased personal income has a ripple effect from businesses to ever-tightening municipal budgets to residents. Local and County governments rely heavily on local sales and income tax revenues.

In this regard, economic conditions have only been made worse by plant closings. Over the past 7 years, we have experienced extensive economic decline with **recent plant closures resulting in the loss of 1,300 jobs**, including Sara Lee Kahn's (350 jobs), Hostess (140) Paycor/Holiday Office Park (500), Ryerson and Sons Steel (80), Gibson Greeting Cards (110), Jim Beam (159) (*Ohio Department of Job and Family Services WARN notices*). These targeted sites have all closed or significantly reduced their operations in the MC or IC Corridors. As a result of this dramatic decline, all but one neighborhood of the MC and IC are currently designated a Priority Investment Area (PIA) by the State of Ohio for having met Inner City Distress criteria (<http://www.development.ohio.gov/files/research/M1003.pdf>). All of the census tracts in our MC and IC are "Qualified Investment Areas" by the Community Development

Financial Institutions Fund based on specific distressed criteria including extreme poverty rates and unemployment ([https://www.cdfifund.gov/Documents/CDFI Investment Areas 2006-2010 ACS.xls](https://www.cdfifund.gov/Documents/CDFI%20Investment%20Areas%202006-2010%20ACS.xls)).

Hamilton County and the City of Cincinnati continue to face challenges that reflect hard decisions regarding fund balances and expenditures. This has a tremendous impact on the ability of the County and the City to provide essential, basic services. Essential services take priority and are supported over non-essential projects. Beyond the JobsOhio Revitalization Fund, which assists primarily with remediation, there is limited capacity in the State's existing Targeted Brownfield Assistance (TBA) program to fund for other aspects of brownfields redevelopment. U.S. EPA funding for assessments will allow the Port Authority to focus its limited resources on tasks for which grants are unavailable.

(ii) Economic Effects of Brownfields

Our Target Corridor residents are facing chronic economic distress. Multiple and recent economic downturns produced abandoned and uncharacterized brownfields, threatening the health and welfare of the population, hampering economic growth, and further decreasing tax revenue. Our most at-risk citizens reside in the MC and IC; due to their economic conditions most of these residents do not possess the mobility or tools needed to elevate and insulate themselves from the combined effects of economic depression and poor environmental and health conditions.

The current economic picture is one of job loss, a disproportionate gap in minority-resident incomes, increased poverty, reduced tax revenues (at brownfields where no property taxes are being paid, and from plant closures) and reduced municipal budgets. These economic factors drain local resources, leaving nothing left to address brownfields. Our situation is further complicated by significant disadvantages in attracting high-paying employers, as compared with Cincinnati MSA communities in Indiana and Northern Kentucky which are experiencing large-scale farmland conversions to infrastructure and large-scale commercial development (>1,000,000 ft²), such as the DHL North American Superhub, Amazon and Wayfair centers and LogistiCenter industrial facility. While our local officials are poised to attract businesses and invest in workforce development (*Ohio Job Creation Tax Credit*), we cannot be competitive with markets whose supply of developable greenspace is plentiful. Larry Gigerich, managing director of Indianapolis-based Ginovus economic development consulting firm, indicated "Cities with generally flat land, like Indianapolis and Columbus, have an advantage in terms of greenfield sites. . ." it is therefore even more important for Cincinnati to proactively and strategically assemble "shovel-ready sites available for companies. . .to ensure they are competitive" (<http://www.cincinnati.com/story/money/2015/10/22/see-why-region-losing-out-jobs/74352450/>).

Another local impact of our neighbor-markets' growth is further sprawl by able residents to these out of state suburbs; in fact, **of all 15 counties in the Cincinnati MSA, Hamilton County is the only one reporting a declining population from 2000-2010, measured at -5.1%.** This is a significant lag compared to corresponding national increases of 9.27%, and more so as compared to counties in Indiana and Northern Kentucky averaging 12.62% , with the highest growth of 38.2% growth in Boone County, Kentucky (*2000-2010 Percent Population Change, by County: Cincinnati MSA, US Census Bureau*).

In addition to job loss and employment transitioning to neighboring markets, MC and IC Corridor home values are depressed due to blighting impacts of proximate brownfields. That notwithstanding, less than half the housing units in the MC and IC are owner-occupied, compared to 67.6% in the MSA (*Census.gov, Housing Brief: Housing Characteristics 2010*). While homeownership is a revitalization priority to the County and City potential owners in the MC and IC facing underemployment and low-income challenges will experience difficulty securing homeownership financing. These factors present a disproportionate barrier to home ownership for our renting and low-income populations, primarily minorities, and contribute to transience within neighborhoods.

The median annual household income of Corridor residents was as low as \$15,257, literally less than one-third of the County and State median household incomes, which are already lower than National averages. Of the MC and IC residents, 21-56% are living below the poverty line, and up to 72% of the Corridor's children under age 5 live below the poverty line (*Section 1.a.ii*). As a result our impoverished residents and families, including our growing concentrations of minority and young citizens, likely do not have sufficient resources to avoid the impacts of brownfields in their neighborhoods. Due to the socioeconomic factors tied to our Target Corridors, these residents are in most need of consideration and quality of life improvements.

2. PROJECT DESCRIPTION AND FEASIBILITY OF SUCCESS

a. Project Description, Project Timing & Site Selection, (i) Project Description and Alignment with Revitalization Plans

The Port Authority will use U.S. EPA funding to catalyze redevelopment and environmental protection of the critical MC and IC Corridors. Redevelopment of these geographic areas is directed by the Port Authority's *Industrial*

Revitalization Strategy (2016), Plan Cincinnati (2012), GO Cincinnati, an economic development comprehensive plan, and individual Target Corridor neighborhood Urban Plans and initiatives such as Cincinnati's Cool It Innovations Health Survey Report (2016), Camp Washington Industrial Area Plan (2009), and Bond Hill + Roselawn Plan, 2016.

These plans reflect and were borne of local circumstances, and have produced this Port Authority-led movement to proactively identify, assess, correct, assemble, and leverage our underperforming industrial land with intention of luring thousands of new jobs directly to our area residents. With incredible support for this mission, the Port Authority developed a suite of resources to achieve the redevelopment of 500 acres for such purposes, which can launch upon site identification and assessment. Four specific elements are in place that will make this achievement a reality: 1) Mission and goals are clear, supported by reputable data, and there is local enthusiasm around this self-directed source of opportunity that dovetails with multiple local and regional initiatives, 2) Site redevelopment expertise has been cultivated and is an internal strength of the Port Authority, with real estate development, including turnkey brownfield project redevelopment, and public financing veterans in-place at all organizational levels, 3) Benefits of an engaged and robust community, where relationships exist and are continuously formed to encourage direct and ongoing involvement in our projects, and 4) **Groundbreaking creation of visionary Patient-Capital fund for targeted uses on the basis of Social Impact and Transformation** bringing new hope and momentum to our disinvested neighborhoods (*Section 2.c*). Due to its structure, this pioneering finance tool can only be applied for acquisition and sitework for redevelopment, which can involve remediation. This valuable resource does not support our anticipated site identification, assessment, and cleanup planning costs, which makes this grant funding vital to the success of our program.

The MC and IC Corridors were identified as critical locations for industrial development and growth, which will inform site selection criteria as discussed in Section 2.b. Our strategies incorporate the need for revitalizing existing centers of activity, utilizing or improving existing facilities and infrastructure to attract new employers, and preserving public natural areas within the overarching vision to restore local vitality. Assessment, remediation and redevelopment of brownfields are necessary steps to achieve those goals. Notably, redevelopment of the MC is also targeted in our application and work plan for the **Investing in Manufacturing Communities Partnership (IMCP) designated Southwest Ohio Aerospace Region (SOAR)**, the program advances two other federally-funded collaborations: Revive Cincinnati, which seeks to create opportunities for public transportation in the MC neighborhoods of Queensgate and Camp Washington (currently only served by bus) and an urban bike plan Cinci Connects by Groundwork Cincinnati Trust – Mill Creek, which connects fragmented trails into a linked 44-mile trail.

Our program will begin with assessing the priority brownfields pursuant to the plans referred to earlier in this section, and in concert with certain targeted sites discussed below. This approach will be adjusted as needed, to achieve the highest outputs/outcomes. Assessment data will be used to determine the extent of contamination, evaluate exposure pathways, develop mitigation/remediation strategies that are protective of human health and the environment, and support redevelopment planning and marketing of brownfields. As the grant project progresses, these assessments will support commercial/industrial redevelopments in areas with existing infrastructure and create local jobs and amenities without infringing on greenspace. In addition to these sites, the Port Authority will request feedback from project partners and the public in order to prioritize other properties for assessment.

CORRIDOR & SITE	PLANNED REDEVELOPMENT POTENTIAL/PLAN ALIGNMENT
<u>MC</u> Former Hudepohl Brewery	<i>Site will be demolished and assembled with surrounding properties per the <u>Industrial Revitalization Strategy</u> and <u>Plan Cincinnati</u>. Planned redevelopment includes advanced manufacturing. Site is adjacent to new recreational greenway trail connecting Mill Creek Greenway Trail and expands options for non-automotive travel and links a new bikeway with planned Red Bike rental stations.</i>
<u>MC</u> Ryerson & Sons Steel	<i>This site has potential to be part of a larger assemblage to serve manufacturing or provide a direct connection to area universities, hospitals and technical colleges as it currently aligns with ongoing I-75 interchange improvements. This site is also located to the west of the Mill Creek Greenway trail construction.</i>
<u>MC</u> Jim Beam	<i>Located directly along I-75, this underutilized site could be assembled to create nearly 100-acres for open space and advanced manufacturing, and has been identified for property reuse aligned with the <u>IMCP SOAR strategy</u>.</i>
<u>IC</u> Former Cincinnati	<i>Property purchased by Port Authority with social-impact Patient Capital Notes as part of its <u>Industrial Revitalization Strategy</u>; this underperforming, single-use property is a low-yield economic generator. 19-</i>

Gardens	<i>Acre site will be demolished and readied for future manufacturing reuse. This site is located in the Bond Hill neighborhood, and continues the momentum of other surrounding investments at the manufacturing extension partnership TechSolve, TechSolve II business park, Gibson Greeting Cards, and the new Mercy Hospital campus totaling nearly \$100M in investments to revitalize this neighborhood.</i>
<u>IC</u> Gibson Greeting Cards	<i>Key impact site as one of the largest, contiguous parcels available for redevelopment, with potential to create nearly 900 jobs and support the construction of 775,000 square feet. This property is included in the Industrial Revitalization Strategy.</i>

(ii) Timing and Implementation, (a) Contractor procurement: Upon award of the Assessment Grant, the Port Authority will prepare a Work Plan with community support and secure approval from the U.S. EPA, marking the official start of the project. The Port Authority will provide a notice to the public via legal public notice of a Request for Qualifications, obtain qualifications, and engage with qualified environmental consultants. The Port Authority understands their role as project manager will include following all procurement activities outlined in the Code of Federal Regulations 40 CFR 31.36. As a prior U.S. EPA assessment grantee, the Port Authority has developed all policies, documents, agreements, and contracts for ensuring a public procurement process and timeliness, and will approve any agreement in a public forum before contract documents are signed. Request for Proposals for environmental consultants will be publicly distributed via the newspaper and websites of the project partners. The Port Authority will manage the assessment process in partnership with the selected consultants. The Project Manager from the Port Authority will be responsible for the day-to-day grant operations including: updating and maintaining the brownfields inventory, distributing information about the project to the community, submittal of required reports to the U.S. EPA, and managing the brownfield program information. The Port Authority will be responsible for procuring all contractual services, selecting sites for assessment, and tracking project progress toward redevelopment.

(b) Site inventory/identification, prioritization and selection: The sites listed in this application represent some, but not all, of the potential properties that may be eligible to participate in the U.S. EPA Program, with the overarching programmatic goal of addressing the key MC and IC areas raised by community interest and supported by present-day planning and health assessment documents (*Section 2.a.i*). The Port Authority anticipates selecting sites with public input based (1) U.S. EPA eligibility; (2) property location and cohesion with the Industrial Revitalization Strategy and Plan Cincinnati; (3) willingness of property owners to provide access; (4) property marketability and redevelopment potential, including those critical to the local aerospace manufacturing sector as represented by the IMCP-designated SOAR; (5) extent/perception of contamination; and (6) potential positive community impact. All eligible properties will be considered. Upon selection, the Port Authority will direct its environmental consultants to research local and Federal databases to ensure the properties are eligible.

Consultants will assist the project team in the completion of the site inventory, and qualifying sites as eligible for participation in the program through the hazardous substance or petroleum tract, or both, as appropriate. Consultants will author Quality Assurance Project Plans (QAPP) to govern the implementation of the assessment in compliance with U.S. EPA protocols. The Port Authority, environmental consultants, and community organizations (*Section 3.c*) will be involved in the inventory task, which will continue throughout the grant project period. Once a site is deemed eligible by the U.S. EPA, the site will be assessed through performance of a Phase I Environmental Site Assessment (ESA) and/or a Phase II ESA Site Assessment procedures. Work for Phase II Assessment will be completed under an approved QAPP to ensure that the community is protected from contaminants during invasive assessment work. Upon receipt of assessment results, the environmental consultants will work with the Port Authority, potential developer, and partners to devise liability management, cleanup, and site use strategies that support redevelopment efforts and improve the health of residents and the environment. An anticipated schedule of completion for grant tasks/activities is as follows: 1) Prioritization/Update of Site Criteria/Redevelopment Planning (2-4 weeks); 2) QAPP (4-6 weeks); 3) Site Specific Eligibility Analyses (1 week); 4) Site Specific Access Agreement (1 week); 5) Phase I Property Assessment (6-10 weeks); 6) Site Specific Sampling & Analysis Plan and Health & Safety Plan (3-4 weeks); 7) Phase II Assessment (8-12 weeks) (contingent upon size/complexity of site. If groundwater is a pathway, may need seasonal samples that would extend timeframes to completion.); 9) Analysis of Brownfield Cleanup Alternatives (ABCA) or Ohio Voluntary Action Program (VAP) Action Plan (RAP) (4-6 weeks); 10) Cleanup and Reuse Planning Meetings (1-3 weeks) for planning, public notice and implementation; and 11) Public and Private Engagement Meetings (1-3 weeks) for planning, public notice and implementation. After completion of initial assessment activities, additional safe use or remedial investigations may be needed to further define the extent of contamination and design environmental response actions for cleanup and safe future use of the sites. Contaminated sites may be entered into the Ohio VAP. The results of assessments will be disseminated to the community through public meetings and notification of community organizations. If health threats are identified, the Ohio EPA, Hamilton County and City of Cincinnati Health Departments will be notified. If needed, the Port Authority will seek additional funding from local and state sources and/or the U.S. EPA for assessment activities and subsequent environmental

response activities. The Port Authority will complete all activities on multiple properties within the required 3 years.

(c) Obtaining and securing site access: While properties have been targeted for the purposes of identification in this application, we understand that participation from private landholders is voluntary and public outreach will be essential to building partnerships for the assessment process. Upon completion of the QAPP, meetings with property owners will begin immediately, inviting the opportunity to participate. Draft legal access agreement will be provided to private-property owners that may qualify. For tax foreclosures, we will work with Hamilton County's Auditor Offices to obtain site access. Access agreements will be obtained from lenders in the event of foreclosures. For sites that present an imminent threat to public welfare or the environment, we will work with local jurisdictions to utilize nuisance abatement authority under Ohio Revised Code, or work with Ohio EPA to obtain site access.

b. Task Description and Budget Table, (i) Task Descriptions

Task 1 - Programmatic Costs: Programmatic costs are \$5,500. The Port Authority has committed in-kind personnel costs except for \$3,000 (hazardous substances) for updating and maintaining brownfields information in the ACRES database (\$50/hour for 60 hours). An additional \$2,500 (petroleum funds) is dedicated for attendance at one US EPA Brownfields Conference and one additional brownfield conference (\$1,250/trip). In-kind leveraged fund commitments, specifically providing in-kind personnel for 1,248 hours, equal to \$62,650 over the 3-year grant period, are detailed in Section 2.c. Outputs include marketing the program to local businesses and property owners, participating in site selection and prioritization meetings, hosting a public workshop on the program for local businesses, and continuing staff training and improved brownfields knowledge. Further outputs include participation and possible presentation at US EPA or regional brownfield conference.

Task 2 - Community Outreach: Community outreach of approximately \$7,000 will include \$2,000 (\$1,000 per grant) for printing, mailing, and translating services as need is identified, of project information and documents to citizens and community stakeholders. Contractual costs of \$5,000 (\$2,500 per grant) are for conducting community outreach and stakeholder meetings, updating all Port, County, City, and partner websites as new information is generated, drafting press releases, and other activities to complete the community outreach programs. Outputs include up to three public meetings and development of marketing documents to promote area brownfields and grant availability.

Task 3 - Site Inventory: The Port Authority has an initial inventory, and included \$2,250 in the budget for inventory maintenance costs, which includes travel costs of \$250 for identifying new sites and showing sites to interested parties (hazardous substances). The environmental consultant will assist in compiling the inventory throughout the project at a cost of \$2,000 (\$1,000 per grant). Outputs include +15 new brownfields identified with tax/ownership status.

Task 4 - Phase I and II Site Assessments: Sites will be evaluated through performance of Phase I and/or II ESAs (conducted in accordance with All Appropriate Inquiry ASTM Standard E1527-05) and other ASTM standards and practices, and the Ohio VAP. The Port Authority anticipates focusing assessment funds on determining the nature and extent of the contamination at the priority sites. The costs for completing Phase I and Phase II ESAs will vary depending on the complexity and whether VAP compliance is required. Based on prior brownfield experience, the Port Authority estimates Phase I ESAs will cost \$3,000 to \$6,000, VAP Phase I Property Assessments will cost \$7,000 to \$9,000, and Phase II ESAs will cost \$18,000 to \$60,000. The hazardous substance budget includes contractual costs of \$166,000 based on conducting 8 Phase I ESAs at an average cost of \$4,750 (\$38,000 total) and 4 Phase II ESAs at an average cost of \$32,000 each (\$128,000 total). The petroleum budget includes contractual costs of \$75,500, based on 5 Phase I ESAs at an average cost of \$4,000 (\$20,000 total) and 3 Phase II ESAs at an average cost of \$18,500 (\$55,500 total). Outputs include completion of up to 13 Phase I ESAs and up to 7 Phase II ESAs.

Task 5 - Cleanup Planning: The Port Authority will conduct cleanup/redevelopment planning in accordance with the Ohio VAP or Bureau of Underground Storage Tank Regulations (BUSTR) programs, or U.S. EPA ABCA equivalent where redevelopment is imminent. This may include preparation of RAPs, consideration of redevelopment alternatives, and evaluation of institutional and engineering controls. Contractual costs for this task are estimated at \$43,750 (\$26,250 hazardous substances, \$17,500 petroleum) based on completing cleanup and reuse planning at three hazardous sites and two petroleum sites. Cleanup plans are often critical to determine the cost of redevelopment and project viability. Outputs include up to 5 completed ABCA/RAPs.

(ii) Budget Table

CATEGORIES	TASK 1 Programmatic Costs	TASK 2 Community Outreach	TASK 3 Site Inventory	TASK 4 Site Assessment	TASK 5 Cleanup Planning	TOTAL BUDGET
<i>Hazardous Substances Assessment Grant Project Tasks</i>						
Personnel	\$3,000					\$3,000

Travel			\$250			\$250
Supplies		\$1,000				\$1,000
Contractual		\$2,500	\$1,000	\$166,000	\$26,250	\$195,750
Total	\$3,000	\$3,500	\$1,250	\$166,000	\$26,250	\$200,000
<i>Petroleum Assessment Grant Project Tasks</i>						
Personnel						
Travel	\$2,500					\$2,500
Supplies		\$1,000				\$1,000
Contractual		\$2,500	\$1,000	\$75,500	\$17,500	\$96,500
Total	\$2,500	\$3,500	\$1,000	\$75,500	\$17,500	\$100,000
Overall Budget	\$5,500	\$7,000	\$2,250	\$241,500	\$43,750	\$300,000

c. Ability to Leverage

The Port Authority commits in-kind use of staff for coordination of qualifications-based selection, coordination with regulatory agencies, site selection, prioritization of funding, communication with the community and property owners, and programmatic administration (financial and progress reporting). **This coordinated public funding for brownfields** pledge represents \$62,650 (*Attachment A*). Beyond in-kind resources, the Port Authority **is leveraging privately-contributed “Social Impact Funds” specifically raised for the acquisition, and market-correction (including cleanup) of sites per the *Industrial Revitalization Strategy*, and directly aligned with this assessment grant.** To date, the Port has raised \$8M and is actively pursuing an additional \$12M in 2017. These “patient-capital” funds have already been allocated for purchase of prioritized brownfields identified in this application.

Sources of public funding that are being leveraged for brownfields include pending requests of \$3.3 million from the JobsOhio Redevelopment Pilot Program, and potential Tax Increment Financing Funds; for redevelopment of the former Hudepohl Brewery. Assistance may be sought from other agencies including, but not limited to:

Jobs Ohio Revitalization Fund: *\$500,000 in grants per site for asbestos-only cleanup projects, and up to \$5M in loans for remediation at eligible sites with a committed redeveloper;*

Jobs Ohio Redevelopment Pilot Program: *Loans and grants for cleanup.*

Port Authority’s Property Assessed Clean Energy Program: *Financing mechanism to eliminate upfront costs of energy improvement by turning them into a tax assessment;*

U.S. EPA Cleanup and Revolving Loan Fund Grants: *Cleanup grants (\$200,000) and RLF (up to \$1M) to fund remediation.*

Tax Increment Financing (TIF): *Financing for public infrastructure and private improvements.*

Ohio Abandoned Gas Station Cleanup Program: *New Ohio program provides funding for \$500,000 in assessment and up to \$1M of eligible abandoned gas stations.*

3. COMMUNITY ENGAGEMENT AND PARTNERSHIPS

a. Engaging the Community, (i) Community Involvement Plan

The Port Authority intends to implement a comprehensive plan to involve the community in the grant project. This plan includes obtaining feedback from organizations listed in Section 3.c, who will assist in the implementation of the grant, including public outreach, site prioritization and preliminary redevelopment plans.

After an assessment is completed, the primary information flow will be outward to the community, notifying local stakeholders about assessment activities, providing results of the assessments, and explaining health and environmental impacts. Assessment results will be posted on the Port Authority’s website. If health threats are identified, the Port Authority will contact the City of Cincinnati and Hamilton County Health departments (*Sections 3.b.i, c*), who will notify impacted citizens as needed. The Port Authority will provide a factsheet on their respective websites to be updated for public comment when each quarterly report is submitted to U.S. EPA. In addition, the Port Authority will utilize ACRES to submit data to U.S. EPA. This information will then be used to develop project profiles so that the public can track the progress of sites in their community. The Port Authority will also make available copies of any funding applications for cleanup at sites assessed under the requested grant. When cleanup and/or redevelopment planning is initiated, more intensive involvement activities, including explanations of plans and rationales and solicitation of comments and feedback on those plans, will be implemented. These efforts will involve collaborating with community members, agencies, and businesses to identify appropriate end uses and create a redevelopment plan for the site. The Port Authority is committed to utilizing grant funds to become more fiscally and environmentally sustainable. As applicable, during the redevelopment of brownfield sites, the Port Authority will

consult with the Cincinnati Regional Chapter of the U.S. Green Building Council concerning the utilization of sustainable/green building approaches and techniques. At the close of the project, the Port Authority will hold a final public meeting to notify the community of the outcomes of the project. The presentation materials and minutes will be archived and placed on community partner and local government websites.

(ii) Communicating Progress

Following notice of a grant award, the Port Authority will announce the award and the availability of the draft Work Plan to the community through a press release to the Cincinnati Enquirer, the Cincinnati Business Courier, and Greater Cincinnati's Spanish-language news outlet, La Jornada Latina. The Port Authority will also place advertisements on local TV & digital affiliates WCPO, WLWT, WXIX, WKRC and radio/ digital affiliates both AM and FM and NPR affiliate WVXU/WMUB, including Greater Cincinnati's Spanish-language radio station La Mega 97.7 FM. The Port Authority will also communicate and make available information about the grant on their respective websites, newsletters, and social media platforms such as Twitter and LinkedIn, and via popular community newsblogs that address urban development issues. Community partners have pledged support to also aid in the communication to the neighborhood and broader community through their communication channels such as websites, social media, group emails, and newsletters. We will also send written or electronic notices to local business leaders (bankers, real estate brokers, developers). The Port Authority will establish a LinkedIn group for the grant, which will allow the community to interact with the Port during the entire project. The Port Authority will include instructions on how to reach these forums in the initial press release. Hard copies of the draft Work Plan will be made available at respective Port offices and public libraries to ensure access for those without appropriate information technology, knowledge, or experience.

The Port Authority will communicate project progress through public meetings at major project milestones, including: 1) project kick-off; 2) completion of Phase I and II activities; and 3) reuse and remedial planning. Specific stakeholders, such as residents adjacent to a targeted site, may also receive information via mail or phone. Port representatives will make presentations to describe the grant process and address the concerns of residents and business owners. The Port Authority will also attend community organization meetings to discuss the project and/or specific site assessments. The public will be able to provide comments to the Port Authority either electronically, verbally, or in writing. Comments will be discussed at a public meeting hosted by the Port and the draft Work Plan will be modified in response to relevant comments.

b. Partnerships with Government Agencies, (i) Local/State/Tribal Environmental Authority

The Port Authority will partner with local and state environmental and health agencies to ensure that the program is successful. We will continue our strong partnership with Ohio EPA to ensure future assessment, cleanup, and redevelopment activities at brownfields comply with the rules and guidance promulgated by the Ohio EPA VAP, as applicable. In Ohio, petroleum assessment and remediation from underground storage tanks is managed within the Department of Commerce, specifically BUSTR, who will be the regulatory entity to approve eligibility of project sites under petroleum funding. The Port Authority will work with both of these groups to ensure compliance with applicable programs and procedures. In addition, the Port Authority will partner with the Hamilton County and City of Cincinnati Health Departments if contamination is found to have the potential to negatively impact the health of local residents through migration to off-site receptors. Examples of such situations could include: (1) high levels of lead or other contaminants in surface soils with the potential for airborne distribution; or (2) contaminated groundwater migrating off-site at levels posing a vapor intrusion risk. In such situations, either Health Department may assist in public notification and health monitoring. The expertise and experience of the Health Departments will be called upon to help identify/verify off-site health threats posed by identified contamination, identify related toxicological issues and perform risk evaluations, design and conduct notification/education programs, and coordinate health testing if migration of contamination from a brownfields site is confirmed. When contamination is discovered on brownfields, the cleanup criteria established by the Ohio EPA under the VAP will be used to identify and address on-site health and environmental threats posed by the contamination. If contamination discovered through assessment of brownfields has the potential to negatively impact the health of local populations, especially as related to off-site exposures, the Ohio EPA, Ohio Department of Health, Hamilton County Public Health, and Cincinnati Health Department will be notified to support site needs.

(ii) Other Governmental Partnerships

In addition to Ohio EPA and BUSTR, we will work closely with Ohio Development Services Agency and JobsOhio (a private redevelopment entity formed to assist in financing projects and create jobs) to ensure appropriate project needs are met. These entities will support pursuit of funding for cleanup or redevelopment funding needs, and also regularly partner with Ohio EPA, who offers technical assistance and regulatory oversight of the voluntary brownfield

cleanup program. **The Port Authority is a named Partner Agency** of the IMCP-designated SOAR (Section 4.b, and Cover Letter Attachment), and our assessment grant has support of the SOAR team. We will collaborate to maximize assessment outputs for benefit and alignment with the infrastructure and site development strategy component goals of the SOAR initiative.

c. Partnerships with Community Organizations, (i) Community Organization Description & Role

COMMUNITY BASED ORGANIZATIONS – DESCRIPTION & ROLE	
Business Associations:	<i>The business associations of Queensgate, Roselawn, and Camp Washington are non-profit organizations that serve businesses operating in their neighborhood. The Associations will promote the grant at their meetings and website, provide site status and ownership information, and notify the community of completed assessments.</i>
Health Departments:	<i>The health departments of Cincinnati and Hamilton County serve the residents of the City of Cincinnati and Hamilton County through the efforts of health educators, doctors, nurses, and many others to prevent disease, promote wellness, and protect people from environmental hazards. The Health Departments will assist with any health related needs and provide advocacy for the proposed brownfield efforts.</i>
REDI:	<i>The Regional Economic Development Initiative (REDI) Cincinnati is the first point of contact for businesses interested in locating or expanding in the 15-county, three-state Greater Cincinnati region of Southwest Ohio, Northern Kentucky and Southeast Indiana. REDI will assist with prioritizing sites, marketing eligible brownfield properties, and promoting sites that are assessed through the Port Authority's brownfield efforts.</i>
Community Councils:	<i>The community councils of Bond Hill and South Cumminsville are non-profit volunteer organizations whose missions are to inform, serve, and improve the quality of life in their communities. The Community Councils will assist in community outreach, provide insight in to what properties may need cleanup, and provide feedback regarding assessment efforts.</i>
Hamilton County Land Reutilization Corporation:	<i>The HCLRC partners with stakeholders to assist communities in achieving their commercial and residential property strategies through catalytic investment in target areas. The HCLRC will assist in acquiring strategic parcels through the tax foreclosure process and focus on advocacy, education, and promotion of grant benefits through participation in meetings.</i>
Municipalities:	<i>The City of Cincinnati and the Village of Golf Manor are the two municipalities located in our Corridors. Both will assist in community outreach, gathering information on sites that need environmental assistance, and planning activities to maximize the grant.</i>
Community Partners:	<i>Cincinnati-Hamilton County Community Action Agency (CAA) is a non-profit that serves as a lifeline for low-income children, adults and families throughout Hamilton County. Working in Neighborhoods connects with low-income communities to improve their communities. Both of these non-profits will assist in communicating the benefits of the grant and assist in the community outreach throughout Hamilton County.</i>
The Southwest Ohio Region Workforce Investment Board:	<i>SWORWIB implements the Workforce Innovation and Opportunity Act-WIOA in the City of Cincinnati and Hamilton County. SWORWIB will promote the opportunities that come from this grant to their served employers and jobseekers.</i>

(ii) Letters of Commitment: Letters of Commitment provided in Attachment B at the end of this narrative.

d. Partnerships with Workforce Development Programs

There are no specific environmental or brownfield job training programs currently in the County. However, the Port Authority routinely works with Cincinnati State Technical and Community College for employment, training and support services. Additional resources are available through the Workforce Investment Board of Southwest Ohio (Workforce One) (<http://www.swohioworkforce.com/WorkforceOne.aspx>). The Port will work with the College to promote local hiring and procurement and link members of the community to potential employment opportunities in brownfields assessment, cleanup, or redevelopment related to the proposed projects. These organizations assists job seekers, employers and youth with job search assistance, employee recruitment, job training.

4. PROJECT BENEFITS

a. Welfare, Environmental, and Public Health Benefits

Assessment funds will better position the Port Authority and project partners, including local Health Department and government authorities, to protect public health and welfare through assessment of suspected contaminated sites. Assessment activities will be conducted under the Ohio VAP which uses a risk-based approach to identifying exposure pathways and determining cleanup levels that protect receptors depending on future end use. By complying with the Ohio VAP, the Port Authority ensures that health risks are addressed in compliance with regulatory policy and exposure of residents to contaminants is minimized. Specific health and welfare benefits associated with redevelopment of priority sites is summarized below.

CORRIDOR & SITE, WELFARE, ENVIRONMENTAL, & PUBLIC HEALTH BENEFITS
MC: Former Hudepohl Brewery, <i>Asbestos and lead-based paint abated; remediation of contaminated soil will eliminate airborne vapor and particulate inhalation/ingestion threats to nearby daycares, schools, and public parks. If soil and groundwater have been impacted by TCE, remediation/control of contaminated groundwater will benefit the nearby Ohio River. Addresses potential airborne asbestos contributing to asthma in MC, eliminates immediate physical safety hazards.</i>
MC, IC: Former Machine, Tool & Die Factories, <i>Contamination from onsite chemical use and storage will be assessed; any soil contaminated with chlorinated solvents, chromium/metals, and petroleum products will be removed to eliminate direct contact and inhalation exposures and to prevent runoff to stormwater or migration to groundwater. Extent of groundwater contamination will be verified and cleaned up to prevent solvent vapor intrusion in surrounding homes. Due to surrounding dense residential uses, these sites will be evaluated for safe re-use as affordable housing or mixed-use residential with commercial component tailored to specific neighborhood needs.</i>
MC, IC: Historic Gas Station & Auto Repair Facilities, <i>Petroleum USTs will be removed; any impacted soil or groundwater will be identified and remediated to prevent future inhalation, vapor intrusion, and groundwater plume migration concerns. Sites can be redeveloped with mixed-use projects to support local neighborhood.</i>
MC, IC: Rail Spurs, <i>Remove onsite USTs and address soils and groundwater contaminated by PAHs and petroleum products; Define extent of PCBs, metals, and solvents in soil or groundwater and cleanup by removing soil to prevent direct contact and airborne inhalation exposures, control surface water runoff, and cleanup groundwater from solvents or petroleum chemicals to address vapor intrusion and inhalation to residents.</i>
IC: Gibson Greeting Cards, <i>Soil remediation, excavation, and engineering controls will eliminate direct contact exposures to near surface concerns, and airborne vapor and particulate inhalation/ingestion threats to adjacent residents.</i>

Assessment and cleanup planning will be completed on existing industrial sites, with the specific intent of facilitating reuse that benefits residents and does not displace them from their homes or neighborhoods. These redevelopment outcomes coincide with the Livability Principles adopted by the U.S. EPA, DOT, and HUD. Furthermore, such smart growth principles focus on increasing economic competitiveness and leveraging Federal investments in neighborhoods. **The efforts proposed under the Assessment grant are intended to alleviate poverty, revitalize core neighborhoods, create economic opportunity and nurture local entrepreneurship, all tenets of equitable development.** For example, redevelopment plans for the sites all neighborhoods of the MC and IC Corridors allow for strategic parcel assembly and re-alignment with existing infrastructure. Throughout implementation, the Port Authority will remain committed to developments that benefit, rather than burden residents, and that involves residents in decisions that impact their neighborhoods. Assessment grant operating procedures will ensure that the community is protected from contaminants during assessment work. A QAPP and Health & Safety Plan (HASP) will be completed for each site where intrusive sampling will occur, and access to the site will be controlled with fencing and signage during assessment operations. As specified in the HASP, when subsurface samples are collected or hazardous building materials are disturbed, the release of particulates and vapors will be monitored and controlled. Decontamination and purge water generated during groundwater sampling activities will be containerized on-site and appropriately disposed. The assessment data generated will be used to help the Port Authority and/or a developer determine how to protect the both the community and construction/site workers during redevelopment activities. Redevelopment of priority sites also limits uncontrolled nonpoint pollution sources and illicit discharges, and improves water and sediment quality in our Corridors' ecological receptors: Mill Creek and Ohio River. Reducing contaminants in our waterways improves aquatic life, supporting greater recreational opportunities.

b. Economic and Community Benefits

Brownfield redevelopment is a key element of our economic recovery. Through the use of this funding, the Port Authority will be able to achieve direct economic benefits, including: 1) returning blighted properties to productive uses that create taxes and jobs; 2) creating market-ready sites at attractive locations; 3) encouraging the reuse of built-land for infill development; 4) achieving improvements in distressed neighborhoods; and 5) completing RAPs to support cleanup grants from state and federal programs. Achievement of these goals via U.S. EPA funding will attract residents and visitors and act as a catalyst for implementation of local plans, primarily the *Industrial Revitalization Strategy* and *Plan Cincinnati*, and revitalization of our entire region.

The biggest economic benefits to be achieved via this program are job creation and increased tax revenues. These benefits will stem from redevelopment of the Target Corridors' large brownfield sites, such as the former Hudepohl Brewery or Cincinnati Gardens, as well as smaller sites, such as gas stations, auto repair shops, and numerous historic manufacturing operations. Assessment and cleanup of these sites, as well as assessment indicating a site is not impaired, will yield the 'market ready' sites needed to accommodate new development, called for within our aforementioned plans and also by third-party expert recommendation (*Section 1.c.ii*).

Moreover, the IMCP-designated SOAR, led by the City of Cincinnati, is one of the original 12 designated “manufacturing communities” by the Economic Development Administration (EDA) under the Investing in Manufacturing Communities Partnership. **Accordingly, redevelopment of brownfields in our Target Corridors, both located within the SOAR, meets the designee’s infrastructure and site development strategy component in order to create jobs, restore lost tax revenues and achieve economic benefits by increasing the number of developable sites to meet the demand of the growing and expanding aerospace manufacturing industry.** This grant will facilitate achievement of the goals outlined in the *Industrial Revitalization Strategy* and *Plan Cincinnati* including the acquisition of additional contiguous land (where financially feasible) and the creation of jobs that meet the needs of the local aerospace manufacturing sector as represented by the IMCP-designated SOAR. Completing ESAs will help define risks and decrease the environmental stigma that prevents development. Public outreach efforts will increase awareness of available properties and incentives for redevelopment. All sites will be redeveloped to be compatible with the surrounding neighborhood, local zoning, and planning documents.

The Port Authority’s overall industrial revitalization strategy, which includes the MC and IC corridors, will provide significant economic benefit ranging from an investment of approximately \$250M in real estate redevelopment, the support of new business growth, and the increase in property and earnings tax base. Future taxes generated through redevelopment may also be captured through tax increment financing programs and used in a self-sustaining manner to fund additional redevelopment activities – stimulating more projects, in turn, generating more new taxes. Increases to local operating budgets will directly result in expanded services to residents.

Non-economic outcomes will also be realized where community engagement activities indicate a greater need for green space in place of redevelopment. The City of Cincinnati is using the ATSDR “Action Model” to build a low cost model for converting brownfield sites to green space, with funding provided by the ATSDR land reuse initiative. The Port will consider the impact of green space on quality of life, reduction of crime, and building social capital of the community as it prioritizes sites for redevelopment. The combination of these opportunities is expected to improve living conditions and quality of life to all of our residents. Additional benefits will be realized by those living in our Target Corridors (the disadvantaged and high risk neighborhoods) through the elimination of blight and improved environmental quality and safety of the neighborhood. Funding to initiate this process is essential to success and will continue momentum gained from prior assessment and cleanup activities.

5. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE

a. Audit Findings

The Port Authority received no adverse audit findings from an OMB Circular A-133 Audit, an audit conducted by a federal, state, tribal, or local government inspector, or similar organization in the last five (5) years. Specifically, the FY2010 EPA Assessment Grant was audited by an independent firm in 2013, who issued an unqualified opinion of compliance. There were no audit findings.

b. Programmatic Capability

As the grant recipient, the Port Authority will implement and manage this assessment grant, with our Vice President of Industrial Development & Logistics, Melissa Johnson, as Project Manager. Ms. Johnson, Project Manager of the FY 2010 Assessment grant, has 20-years’ experience managing assessment, cleanup, and redevelopment projects; ensuring contract compliance; and negotiating cooperative agreements. She has managed over \$21M in state and federal grant funds related to environmental remediation and demolition including five EPA assessment, job training, and revolving loan fund grants. She has actively supervised over 2.1M square feet of demolition and remediation projects and is responsible for implementing the long-term strategic modernization of the MC and IC. Additional members of the project team will consist of the Port Authority Executive Vice President, Director of Public Finance, Director of Accounting & Financial Management, Counsel, Project Manager, and Development Associate. Team member bios can be found at <http://www.cincinnatiport.org/about/staff/>. The Port will work to fulfill key project roles, including project planning, site selection, cleanup decisions, reuse planning, and grant administration and report requirements. The Port will oversee this grant management team of established professionals in place during the entire grant period. In the event of loss of the project manager, the Port will rely on the ready availability of an experienced project manager on staff including the Port Authority’s executive president and director of public finance, Port support, and experienced environmental consultant(s). Based on previous grant management experience, the Port is qualified to take on the responsibilities associated with the Assessment Grant, including the completion and submittal of a Cooperative Agreement and Work Plan, enrollment in the Automated Standard Application for Payments system, and submittal of progress reports to the EPA project officer. Port members will use their knowledge, experience, and

successes with federal and non-federal assistance agreements to effectively manage the Assessment Grant. The Port has managed over \$32.5M in federal and non-federal grant funds in the last five years alone. The Port has successfully invested \$13.5M in targeted GO Cincinnati neighborhoods as part of a multi-year development services agreement with the City of Cincinnati. The Port Authority understands that additional technical expertise and resources will be needed to effectively perform the project. The Port will retain qualified environmental consultants through a qualifications-based bid process. Consultants will be evaluated on their experience with the following: Ohio environmental laws, regulations, and Ohio EPA requirements and policies, environmental due diligence, transactions of environmentally-impaired property, ESAs, understanding the assessment grant process, preparation of QAPPs, brownfield redevelopment and financing, and community outreach activities.

c. Measuring Environmental Results: Anticipated Outputs and Outcomes

The Port will identify brownfields that are exposing residents and the environment to contaminants; limit exposures associated with these brownfields, and bring these sites back into productive use. In order to evaluate its progress, the Port will measure and track/document the listed outputs and outcomes. Once a site has been determined to be eligible, it will be entered into the ACRES database, which will also be updated following completion of Phase I and II ESAs, ABCAs, remediation, and/or redevelopment activities. To track and measure progress the Port will: (1) evaluate project achievements against those incorporated into the grant application and work plan; (2) determine if the project has resulted in an improved site (acquisition/transfer/redevelopment); and (3) report the outputs of the grant in quarterly and annual reports to the EPA and track the following outcomes and outputs to a regularly updated project spreadsheet. Measurable outcomes planned: number of acres of land assessed, number of jobs created/retained and tax revenue generated; number of acres of property remediated; quantity of leveraged funding, number of acres of property redeveloped, number of new jobs and tax revenue generated; quantity of redevelopment investment value, and acres of parks and greenspace preserved and created. Measurable outputs planned: number of community meetings held, number of ABCAs completed, number of brownfields identified, number of Phase I and II ESAs completed, number of sites where cleanup planning was conducted. The Port will adjust its approach to selecting sites for funds if it appears that the project is not generating the expected outcomes.

d. Past Performance & Accomplishments, (i) Has Received an EPA Brownfields Grant

1. ACCOMPLISHMENTS
<p><u>FY2010 U.S. EPA Brownfield Assessment Grant:</u> Assessed a total of 33 properties and supported several development projects that leveraged additional public and private investment. All projects were added to ACRES. Highlights include: <u>Mercer Commons:</u> Phase II hazardous substance ESA for a \$63 million historic renovation and new mixed-use project, yielding 154 total residential units, 7,600 SF of commercial space, and a 340-space parking garage. <u>Peter Cremer/Conrail Project:</u> Phase II hazardous substance ESA for a \$3 to \$5 million redevelopment of an 8-acre former rail yard resulting in a new 40,000 sf LEED certified headquarters for Peter Cremer North America, LP (PCNA), 50 new jobs and 123 retained jobs. <u>Integra Life Sciences:</u> Phase I and II hazardous substance ESA for \$3.3 million expansion and retention of a life sciences company; included redevelopment of adjacent former metal plating facility that was subject to an EPA Removal Action. Nearly 80 new jobs were created. The project was recognized by the Ohio Economic Development Association for partnership and ingenuity.</p> <p><u>2010 Targeted Assessment Brownfield Grant:</u> Supported assessments for properties located in the Lick Run watershed. The goal of this green infrastructure project is to deliver a fully integrated, sustainable solution for combined sewer overflow (CSO). The City of Cincinnati's Consent Decree calls for a two (2) billion gallon reduction of CSO discharge by 2018.</p>
2. COMPLIANCE WITH GRANT REQUIREMENTS
<p><u>FY 2010 U.S. EPA Brownfield Assessment Grant:</u> The Port received an EPA Hazardous Substance and Petroleum Brownfield Assessment Port Grant in 2010, in the amount of \$1,000,000. The Port Authority served as the lead organization for implementation. In the FY 2010 grant, the Port developed a program to act as a catalyst for projects entering into the State of Ohio VAP to better position the sites for State funding. However, the report deliverables contained in the original work plan were developed using traditional ASTM reporting costs. Assessments using Ohio VAP protocols cost significantly more per site than ASTM assessments. A revised budget and Work Plan was developed to better align the anticipated number of assessments. The grant was administered consistent with the amended Work Plan. We achieved the following outcomes: Hazardous- 15 completed Phase I reports; 14 completed Phase II reports; and Petroleum: 7 completed Phase I reports and 5 completed Phase II reports. All quarterly reports and other required updates were filed in a timely manner. All properties were entered into ACRES. The grant program closed in July 2013 with an approximate balance of \$9,700 in petroleum funds. Requests for petroleum funds were not as prevalent countywide.</p> <p><u>2010 Targeted Assessment Brownfield Grant:</u> Was granted to study parcels potentially impacted by the combined sewer overflow Lick Run project. The Port worked with EPA, MSD, and the community to assess nearly 44 acres, or more than 325 parcels. No modifications to the project plan or schedule were made. The project was not required to be entered into ACRES.</p>

Cover Letter Attachments

Attachment A **Appendix 3 – Regional Priorities/Other Factors Checklist**

Attachment B **IMCP Letter**

Attachment C **Letter from the state or tribal environmental authority**

Attachment A – Appendix 3

Appendix 3 - Regional Priorities Form/Other Factors Checklist

Name of Applicant: Port of Greater Cincinnati Development Authority

Regional Priorities Other Factor

If your proposed Brownfields Assessment project will advance the regional priority(ies) identified in Section I.F., please indicate the regional priority(ies) and the page number(s) for where the information can be found within your 15-page narrative. Only address the priority(ies) for the region in which your project is located. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal, it will not be considered during the selection process.

Regional Priority Title(s):

Region 5 - Coordinated Public Funding for Brownfields

Page Number(s): p. 1: HUD Community Challenge Grant, "Plan Cincinnati", p. 5: ATSDR Grant Brownfields reuse & health assessment; p. 7&10: Port Authority Patient-Capital Fund for Aquisition & Sitework; p. 7: EDA IMCP-SOAR, DOT "Revive Cincinnati, National Groundworks "Cinci Connects"; p.10 In-kind services from Port Authority personnel

Assessment Other Factors Checklist

Please identify (with an **X**) which, if any, of the below items apply to your community or your project as described in your proposal. To be considered for an Other Factor, you must include the page number where each applicable factor is discussed in your proposal. EPA will verify these disclosures prior to selection and may consider this information during the selection process. If this information is not clearly discussed in your narrative proposal or in any other attachments, it will not be considered during the selection process.

Other Factor	Page #
<i>None of the Other Factors are applicable.</i>	
Community population is 10,000 or less.	
Applicant is, or will assist, a federally recognized Indian tribe or United States territory.	
Target brownfield sites are impacted by mine-scarred land.	
Project is primarily focusing on Phase II assessments.	X (p. 9,10)
Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion by identifying amounts and contributors of funding in the proposal and have included documentation.	X (p. 7,9,10)
Recent (2008 or later) significant economic disruption has occurred within community, resulting in a significant percentage loss of community jobs and tax base.	X (p. 5,6)
Applicant is one of the 24 recipients, or a core partner/implementation strategy party, of a "manufacturing community" designation provided by the Economic	X (p. 7,12,14)

Development Administration (EDA) under the Investing in Manufacturing Communities Partnership (IMCP). To be considered, applicants must clearly demonstrate in the proposal the nexus between their IMCP designation and the Brownfield activities. Additionally, applicants must attach documentation which demonstrate either designation as one of the 24 recipients, or relevant pages from a recipient's IMCP proposal which lists/describes the core partners and implementation strategy parties.	
Applicant is a recipient or a core partner of HUD-DOT-EPA Partnership for Sustainable Communities (PSC) grant funding or technical assistance that is directly tied to the proposed Brownfields project, and can demonstrate that funding from a PSC grant/technical assistance has or will benefit the project area. Examples of PSC grant or technical assistance include a HUD Regional Planning or Challenge grant, DOT Transportation Investment Generating Economic Recovery (TIGER), or EPA Smart Growth Implementation or Building Blocks Assistance, etc. To be considered, applicant must attach documentation.	
Applicant is a recipient of an EPA Brownfields Area-Wide Planning grant.	

Attachment B – IMCP Letter



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Economic Development
Washington, D.C. 20230

June 23, 2014

Sam Stephens
Senior Economic Development Analyst
The City of Cincinnati
Two Centennial Plaza
805 Central Ave, Suite 710
Cincinnati, Ohio 45202

Dear Mr. Stephens:

Congratulations! Per the Federal Register Notice (FRN), dated December 10, 2013, this letter is to officially inform you that your community has been designated as an Investing in Manufacturing Communities Partnership (IMCP) Manufacturing Community. This designation will last for two years, starting from the date of this letter, and thereafter, will be subject to a renewal process as outlined in the FRN.

We received more than 70 competitive applications for this designation. The strength of your plan and partnerships was critical to your region's designation as an IMCP Manufacturing Community and it will be equally instrumental as you work to grow your economic cluster and strengthen your competitiveness in the global economy. This administration looks forward to working with you over the course of the next two years to support your approaches to addressing your region's economic development goals.

Please refer to the FRN for a description of the benefits associated with the designation, including preferential consideration when applying for certain funding opportunities identified by IMCP Participating Agencies. Additional information and guidance will be forthcoming.

I look forward to working with you as we move forward to revitalize the American economy. If I can be of any assistance, please do not hesitate to contact me at (202) 482-5081.

Sincerely,

Roy K.J. Williams
Assistant Secretary of Commerce
for Economic Development



**Southwest Ohio Aerospace Region
2016 Re-Designation**

City of Cincinnati
City of Dayton
Dayton Development Coalition
REDI Cincinnati

Organizational Development and Capacity Building

The Southwest Ohio Aerospace Region's (SOAR) strengths in aerospace manufacturing date back to the Wright brothers and their invention of the airplane in Dayton, Ohio. It is at the heart of a historical and growing aerospace industry in the United States. Today 69 aerospace companies employ almost 12,000 workers in the region. The SOAR is in the top third nationally across 23 of the 25 industries that make up aerospace manufacturing supply chain, and employs 116,000 manufacturing workers. The region's position at the vanguard of the manufacturing revival has been recognized by Forbes magazine and the Brookings Institution, which named the SOAR a top twenty North American trade metro.

The Southwest Ohio Aerospace Region (SOAR) aspires for the region to be internationally recognized by the aerospace industry as the global hub to manufacture parts and engines. The region is embarking on this multi-faceted strategy that will grow existing businesses and recruit new industry to grow jobs and increase capital investments across the region, ultimately enhancing the United States' economy and reputation as an aerospace leader.

An advisory group called the SOAR Working Group has led the process of creating the IMCP governing and reporting structure. It is comprised of one member from each of the following stakeholders: City of Cincinnati, City of Dayton, Dayton Development Coalition, and REDI Cincinnati. In whole, these entities serve all 27 counties in the SOAR.

The SOAR working group is primarily responsible for aligning the regional collaborations of the community. Through the two year initial designation, the core focus remains to market the community in a positive way so as to retain and attract businesses that align with our manufacturing mission, specifically where it can align to aerospace.

Thoughtful and Dedicated Effort to Regional Collaboration

Since forming, the SOAR partnership has become one of the strongest efforts around creating an environment of regionalism so that both the Dayton and Cincinnati regions can work closely together and leverage one another's assets for the benefit and economic growth of both. As part of operationalizing the SOAR partnership, leaders from both regions are looking for ways to not only work together, but also to work smarter.

Stronger Relationships with the Federal Government and a National Learning Community

The IMCP designation also allows SOAR partners to build stronger relationships with the federal government, and become part of a national network. For example, the SOAR partnership has participated in the weekly call with the U.S. Economic Development Administration and the 11 other IMCP designated regions. These calls allow us to discuss best practices as well as updates on new and upcoming opportunities. We find the expertise of our fellow communities extremely rewarding.

In May 2015, U.S. Deputy Assistant Secretary of Commerce for Economic Development and Chief Operating Officer for the Economic Development Administration Matt Erskine spoke at the Dayton Development Coalition's Fly-In to Washington, DC, where he praised the efforts of the SOAR partnership, saying it has been "particularly great to work with the Dayton and Cincinnati regions under the IMCP designation."

Operation Improvement and Capital Access

The primary strategy to increase capital for the region to provide avenues for businesses to access loans for capital expenditures and non-capital investments. Through the SOAR partnership, we were able to work with our partners

Southwest Ohio Regional Bond Fund

Access to capital has been an issue for many manufacturing communities. In response to this need, **Port of Greater Cincinnati Development Authority** in partnership with the Dayton/Montgomery County Port Authority created the Southwest Ohio Regional Bond Fund, created from the expansion of the Dayton-region Port Authority bond fund.

Dayton's Port Authority established its Dayton Regional Bond Fund in 2004 as a vehicle for financing economic development projects. The two port authorities agreed in 2014 to allow the Cincinnati Port to participate in the Dayton bond fund through a \$3.5 million addition to the Bond Fund's reserves. Combined with Dayton's existing \$10 million in reserves, the new fund now has approximately \$13.5 million in reserves, creating capacity to issue \$80 million in bonds. The bond fund reserves include a \$5 million letter of credit from 5/3 Bank, in which both Ports partner.

A bond fund is a credit-enhancement vehicle supported by a system of common program reserves and designed to achieve an investment grade rating. The Southwest Ohio Regional Bond Fund gives companies and organizations access to long-term, fixed-rate financing to fund facility expansion, make energy efficiency investments, and purchase new equipment.

Companies and municipalities increasingly rely on Port Authority finance tools to fund expansion and capital investment. Port Authorities have unique and broad development powers and expertise. The port authorities continue to work to grow the program so that the fund is able to achieve investment grade rating by credit rating agencies.

In 2016, the company was rated BBB+ by Standard and Poors.

To date, six projects have accessed the bond fund.

List of Partners and Funding Commitments

Partner Agency	Primary Role	Original Partner
University of Cincinnati	Workforce and Higher Ed	Yes
Wright State University	Workforce and Higher Ed	Yes
Miami University	Workforce and Higher Ed	Yes
Northern Kentucky University	Workforce and Higher Ed	Yes
Sinclair Community College	Workforce and Higher Ed	Yes
Cincinnati State Technical and Community College	Workforce and Higher Ed	Yes
Gateway Community and Technical College	Workforce and Higher Ed	Yes
Southwest Ohio Regional Workforce Investment Board	Workforce and Higher Ed	Yes
Area 7 Workforce Investment Board	Workforce and Higher Ed	Yes
Partners for a Competitive Workforce	Workforce and Higher Ed	Yes
Employers First Regional Workforce Network	Workforce and Higher Ed	Yes
TechSolve	Supply Chain	Yes
University of Dayton Research Institute	Supply Chain	Yes
National Composites Center	Supply Chain	Yes
Kentucky Alliance Manufacturing Extension Partnership	Supply Chain	Yes
Air Force Research Lab	Research	Yes
University of Dayton School of Engineering	Research	Yes
GE EpisCenter	Research	Yes
Wright State University Research Institute	Research	Yes
University of Cincinnati Research Institute and College of Engineering and Applied Science	Research	Yes
Ohio Center for Intelligent Propulsion and Advanced Life Management	Research	Yes
Ohio Center for Advanced Propulsion and Power	Research	Yes
Northern Kentucky Center for Applied Informatics	Research	Yes
Ohio-Kentucky-Indiana Regional Council of Govs	Infrastructure	Yes
Miami Valley Regional Planning Commission, ODOT	Infrastructure	Yes
Wright Brothers Institute	Capital Access	Yes
JobsOhio	Capital Access	Yes
CityWide Development	Capital Access	Yes
Hamilton County Development Company	Capital Access	Yes
Port of Greater Cincinnati Development Authority	Capital Access	Yes
Dayton/Montgomery County Port Authority	Capital Access	No

Attachment C – Letter from the state or tribal environmental authority



John R. Kasich, Governor
Mary Taylor, Lt. Governor
Craig W. Butler, Director

December 16, 2016

U.S. Environmental Protection Agency, Region 5
ATTN: Matthew Didier
77 West Jackson Blvd., Mail Code SE-7J
Chicago, IL 60604-3507

RE: Port of Greater Cincinnati Development Authority Community Wide Assessment Grant Proposal

Dear Mr. Didier:

I am pleased to offer Ohio EPA's support for the Port of Greater Cincinnati Development Authority (Port) Community Wide Assessment Grant Proposal. The Port is applying for a site specific assessment grant with a waiver for additional funding totaling \$300,000. We have worked with the Port in the past and hope to provide support under the Assessment, Cleanup and Revolving Loan Fund Grant program established by the Small Business Liability Relief and Brownfield Revitalization Act (P.L. 107-118).

The funding the Port is requesting under their community wide assessment grant proposal will be used to complete a brownfields inventory, conduct Phase I and Phase II Environmental Site Assessments, cleanup planning and design and associated public outreach. The Port intends to target two neighborhood clusters including seven small neighborhoods. These target areas were chosen due to significant levels of poverty, unemployment and proximity to brownfield sites. The Port will work with the Hamilton County Land Reutilization Corporation (Landbank) to identify and acquire parcels through the tax foreclosure process. Additionally, the Port will utilize its expertise to leverage assistance from other state and federal funding resources such as the JobsOhio Revitalization Fund program and the Ohio Abandoned Gas Station Cleanup program. Assessment funding will support the Port's goals to enhance livability, transportation choices and promote public health.

We look forward to working with the Port of Greater Cincinnati Development Authority and U.S. EPA on this project. If you have any questions, please do not hesitate to contact me at 614-644-2285 or via e-mail at Martin.Smith@epa.ohio.gov.

Sincerely,

Martin Smith, Manager
Ohio Environmental Protection Agency
Voluntary Action Program

cc: Melissa S. Johnson, Vice President of Industrial Revitalization, Port of Greater Cincinnati Development Authority
Mike Starkey, Ohio EPA, DERR/SWDO



Department of Commerce

Division of State Fire Marshal
John R. Kasich, Governor
Jacqueline T. Williams, Director

December 9, 2016

Joe Dufficy
U.S. EPA Brownfield Contact, Region 5
Community and Land Revitalization Branch
77 West Jackson Boulevard
Mail Code SM-7J
Chicago, IL 60604-3507

Subject: Letter of Support for the Port of Greater Cincinnati Development Authority - USEPA
Community Wide Brownfield Assessment Grant proposal

Dear Mr. Dufficy:

This letter acknowledges that the Port of Greater Cincinnati Development Authority notified the Office of the Fire Marshal, Bureau of Underground Storage Tank Regulations (BUSTR) of its plans to use \$100,000 of the larger \$300,000 grant proposal for a community-wide brownfield assessment for petroleum waste. The remainder of the proposed grant amount will be used for hazardous substances investigation. The grant will be used to fund assessments within the neighborhoods of Queensgate, Camp Washington, Lower Price Hill, North and South Fairmont, Gulf Manor, Bond Hill and Roselawn. The focus areas for this grant include impoverished neighborhoods and several former service stations have been identified as properties to be considered for Phase II Assessments. The purpose of the grant will be to improve the quality of living in these neighborhoods by improving the access to public transportation, housing choices and public health

I am pleased to offer BUSTR's support for Port of Greater Cincinnati Development Authority's Community Wide Brownfield Assessment Grant proposal. We look forward to working with the Port of Greater Cincinnati Development Authority and the U.S.EPA on this project.

Sincerely,

A handwritten signature in black ink, reading "Verne A. Ord", is positioned above the typed name.

Verne A. Ord
Assistant Chief – BUSTR
Division of State Fire Marshal
Ohio Department of Commerce

xc: Site File
Melissa Johnson, Port of Greater Cincinnati Development Authority

Narrative Proposal Attachments

Attachment A **Commitment of Leveraged Resources**

Attachment B **Letters of Commitment from Community Organizations**

Threshold Criteria Documentation

Attachment C **Applicant Eligibility & Community Involvement**

Remaining Threshold Criteria **Various, *Not Applicable Due to Grant Type/Amount Requested***

Attachment A
Commitment of Leveraged Resources

This section includes a letter of commitment from the applicant for services valued at \$62,650 for support and implementation of this assessment grant.



Port of Greater Cincinnati

DEVELOPMENT AUTHORITY

3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

513.621.3000

December 20, 2016

Mr. Matthew Didier
U.S. EPA Region 5
77 West Jackson Boulevard
Mail Code SE-7J
Chicago, IL, 60604-3507

Re: Commitment of In-kind support from Staff for U.S. EPA Brownfield Assessment Grant

Dear Mr. Didier:

The Port of Greater Cincinnati Development Authority is providing this letter as documentation of our leverage commitment to provide in-kind resources in support of the U.S. EPA Brownfield Assessment Grant application and project implementation.

Specifically, we anticipate providing up to 1248 hours of in-kind resources (Vice President and staff time) over the 3-year implementation period of the grant, in the areas of:

- Coordination in the qualifications-based selection of an environmental consultant;
- Coordination with regulatory agency representatives on project needs;
- Programmatic administration (preparation of financial/payment submittals, quarterly reports, progress meetings, preparation and distribution of project information); and
- Public outreach on grant activities and progress.

The total estimated value of these in-kind services is \$62,650 (using a blended hourly rate of \$50.20).

Please call us if we can provide any additional information.

Very truly yours,

Laura N. Brunner
President & CEO

Attachment B
Letters of Commitment from Community Organizations

This Section includes letters of support and involvement from the following organizations:

- 1. Bond Hill Community Council**
- 2. Cincinnati-Hamilton County Community Action Agency**
- 3. City of Cincinnati**
- 4. Camp Washington Business Association**
- 5. City of Cincinnati Health Department**
- 6. Hamilton County Public Health**
- 7. Village of Golf Manor**
- 8. Hamilton County Land Reutilization Corporation**
- 9. Queensgate Business Alliance**
- 10. REDI Cincinnati**
- 11. Roselawn Business Alliance**
- 12. The Southwest Ohio Region Workforce Investment Board**
- 13. Working in Neighborhoods**
- 14. South Cumminsville Community Council**

Bond Hill Community Council

PO Box 37846

Cincinnati Ohio 45222-0846

Elizabeth Eddy -Vice President of Neighborhood Revitalization

Port of Greater Cincinnati Development Authority

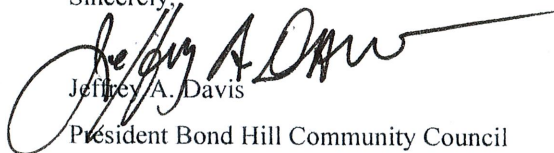
Three East Fourth Street, Suite 300 |

Cincinnati, OH 45202

Ms. Eddy,

I am writing to express my strong support of The Port Authority of Greater Cincinnati in its proposal to the U.S. EPA for the Brownfield Assessment Grant. As President of the Bond Hill Community Council, I can assure you that we are committed to continued collaborative efforts, supporting environmental site assessments on properties positioned for redevelopment in the Bond Hill Community. It is positive community building efforts such as this that reflects the legacy of success of the Port Authority. I foresee the results from this grant greatly enhancing our ability to fulfill one of our mission goals in the Bond Hill Plan, helping to revitalize our business district. As I eagerly anticipate a positive outcome, we wish you success in your application proposal, and look forward to a continued fruitful collaboration.

Sincerely,



Jeffrey A. Davis
President Bond Hill Community Council



**Cincinnati-Hamilton County
Community Action Agency**
We help make things happen

Gwen L. Robinson
President/CEO

Chandra Mathews-Smith
Board Chair

December 13, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Re: Letter of Support for U.S. EPA Brownfield Assessment Grant

Dear Ms. Brunner:

The Community Action Agency (CAA) is pleased to submit this letter of support to the Port of Greater Cincinnati Development Authority to seek grant funding from U.S. EPA for assessment and cleanup planning of eligible brownfield properties in key neighborhoods in Hamilton County that include Queensgate, Camp Washington, Lower Price Hill, North and South Fairmount, Roselawn, Bond Hill, and the Village of Golf Manor.

Located in the Bond Hill neighborhood of Hamilton County, the CAA is a private, non-profit organization that has served as a lifeline for low-income children, adults and families throughout Hamilton County for more than four decades. The agency provides a safety net for those who have fallen and a ladder for those who are climbing. Delivering a seamless system of services, CAA and its 300 employees provide assistance with employment, supportive services, home energy efficiency, early childhood education, housing, and youth programs. CAA is proud to be a part of the Community Action Partnership, a national association that represents the interests of the nearly 1,000 CAAs across the country, all devoted to ending poverty and empowering people to better their lives.

We recognize the importance of working with the Port Authority to address issues on nearby brownfield properties in some of the low-income neighborhoods in Hamilton County and improving the health and safety of our neighborhoods. We understand the value and importance of U.S. EPA funding to our neighborhoods to address environmental issues and redevelop properties that will create opportunities for our businesses and residents. Upon successful receipt of U.S. EPA funding, we pledge to support you in the following roles:

- participate in community outreach and share information about the brownfield program;
- participate in redevelopment planning and provide feedback for eligible sites near our center and in our key neighborhoods, and;
- provide feedback on any cleanup plans for properties in our low-income neighborhoods.

We hope that EPA will look favorably upon the Port Authority's application for brownfields funding. Please contact me if we can answer any questions or assist in any way with your efforts.

Sincerely,

Gwen Robinson
President/CEO
Community Action Agency

December 14, 2016

Ms. Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Laura:

The City of Cincinnati would like to offer support for your submittal to the U.S. Environmental Protection Agency for \$300,000 for a Community-Wide Brownfields Assessment Grant. The purpose of this grant will be to perform assessments of hazardous substance and petroleum contaminated properties within key neighborhood clusters, which includes the neighborhoods of Queensgate, Camp Washington, Lower Price Hill, North and South Fairmount, Roselawn, and Bond Hill. These neighborhoods are high impact neighborhoods that have brownfield properties that, once addressed, could attract businesses and residents.

If the grant is awarded, the City of Cincinnati is interested in assisting the Port Authority in identifying assessment and planning activities to maximize the grant. In addition, the City will help determine how to distribute the work through the key neighborhood clusters appropriately. The City will participate in neighborhood meetings that describe the program and how it will benefit each neighborhood that is included.

We appreciate your partnership and hope that the U.S. Environmental Protection Agency seriously considers your application and the positive impact a grant award could have on our City neighborhoods.

Sincerely,



Harry Black
City Manager

December 16, 2016

Ms. Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Ms. Brunner:

I am writing in support of the Port of Greater Cincinnati Development Authority Community-Wide Assessment Grant proposal. Camp Washington is a mixed residential and industrial community and our location in one of the key neighborhood clusters makes us a key partner of the Port Authority for this proposal.

Our residents are passionate about our community and are actively involved in helping to make it a better place to live. The Camp Washington Community Board development corporation has recently completed its fifty second (52) house renovation and sale. Likewise, 85 local businesses are supportive of our community and are actively engaged in our Business Association.

Our role upon successful receipt of funding will be to advocate and share information with our members on U.S. EPA brownfields program benefits and provide support for community outreach activities. We pledge to support the Port Authority with the approximately 4 (four) in-kind service activity hours per month during the 3-year grant implementation for the following activities:

- Announcement of Grant Availability at our meetings and website;*
- Providing site status and ownership information and;*
- Notifying community of completed assessments.*

We appreciate your interest in helping Camp Washington and hope that the U.S. Environmental Protection Agency seriously considers your application and the positive impact a grant award could have on our community. If I can provide any additional information on our support for U.S. EPA please contact me at 513.542.1637.

Sincerely,



Matthew Lafkas, President of the Board
Camp Washington Business Association

December 9, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Ms. Brunner:

As Assistant Health Commissioner for the City of Cincinnati Health Department, I am writing in strong support of the Community-Wide Assessment Grant proposal which is being submitted by the Port of Greater Cincinnati Development Authority. The Cincinnati Health Department is dedicated to improving the health and wellness of people who live, work or play in Cincinnati, through the efforts of more than 400 health inspectors (sanitarians), doctors, nurses, dentists and dental workers, pharmacists, dieticians, lead experts and licensed lead risk assessors, IT specialists, pest control operators, administrative support staff and physical plant members, as well as through collaborations with many other agencies, organizations, and government and community partners.

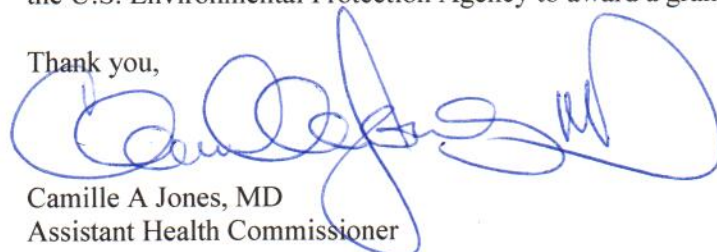
Cincinnati is an older industrial city with a high poverty rate. Many neighborhoods have dramatically lower life expectancy than the national average. A large number of old brownfield sites that require cleanup are located in the poorer neighborhoods with the lowest life expectancy. If awarded, the EPA assessment funds provided through this grant will improve the health and welfare of the people who live and work throughout Hamilton County, especially in the key neighborhoods of Queensgate, Camp Washington, Lower Price Hill, North and South Fairmount, Bond Hill, and Roselawn, through brownfield assessment, cleanup, and redevelopment. These activities are vital to continued economic development, strategic land use, and environmental quality in our region. Being able to clean up these properties will help with revitalizing the neighborhoods and attracting investments that will bring needed resources to help improve the social environment and increase life expectancy.

Upon the Port's successful receipt of U.S. EPA Assessment funding, our role will include providing up to 5 in-kind service hours per month to:

- Advocate for participation in the Port's U.S. EPA Brownfields program;
- Participate in community meetings and outreach events in communities;
- Provide feedback from community meetings about sites or areas of concern; and
- Provide health code citation data for properties to aid in redevelopment prioritization.

Thank you for the opportunity to express our support for this grant application. We strongly encourage the U.S. Environmental Protection Agency to award a grant to the Port Authority.

Thank you,



Camille A Jones, MD
Assistant Health Commissioner

December 14, 2016



**HAMILTON COUNTY
PUBLIC HEALTH**

PREVENT. PROMOTE. PROTECT.

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

*Timothy I. Ingram
Health Commissioner*

*250 William Howard Taft Road, 2nd Floor
Cincinnati, OH 45219*

*Phone 513.946.7800
Fax 513.946.7890*

hamiltoncountyhealth.org

Re: Letter of Support for U.S. EPA Brownfields Assessment Grant

Dear Ms. Brunner:

I am writing in support of the Port of Greater Cincinnati Development Authority's U.S. Environmental Protection Agency (EPA) Brownfield Assessment Grant proposal. The funds provided through this grant will improve the health and welfare of the people who live and work in key neighborhood clusters, which includes the neighborhoods of Camp Washington, Queensgate, Lower Price Hill, North and South Fairmount, Roselawn, Bond Hill, and the Village of Golf Manor.

Hamilton County Public Health serves more than 478,000 residents living outside the cities of Cincinnati, Norwood, and Springdale. With a staff of more than 90, including sanitarians, plumbers, health educators, nurses and epidemiologists, Hamilton County Public Health strives to prevent disease and injury, promote wellness, and protect people from environmental hazards.

Upon successful receipt of funding, our role will be to assist the Port Authority with any health related needs and provide advocacy for the brownfield efforts in community involvement and education within our jurisdiction. We pledge two (2) in-kind service hours per month over the grant period to assist in any health related needs or participation.

Brownfield assessment, cleanup, and redevelopment are vital to continued economic development, strategic land use, and environmental quality in our region. For this reason, we strongly believe that the U.S. Environmental Protection Agency should award a grant to the Port Authority.

Sincerely,

Greg Kesterman
Assistant Health Commissioner
greg.kesterman@hamilton-co.org
(513) 946-7831

December 13, 2016

Ms. Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Laura:

I am writing in support of your upcoming submittal to the U.S. EPA for a \$300,000 Community-Wide Brownfields Assessment Grant. We understand that your efforts will focus on brownfield sites in key neighborhood clusters, which includes the Village of Golf Manor.

The Village of Golf Manor is approximately 0.57 square miles in size and is home to over 3,000 residents, one school, and many commercial and industrial users. Two of our priorities as a Village are our residents' safety and bringing jobs to the Village, which will both benefit from the cleanup of local brownfield sites.

Upon successful receipt of U.S. EPA funding, the Village of Golf Manor will work with the Port Authority to identify key sites in the Village, assist in educating the residents regarding the benefits of the grant, and acting as a conduit between the Port Authority and the residents and businesses for any concerns regarding environmental cleanup.

We appreciate your work to advance the economy of our Village and hope that the U.S. Environmental Protection Agency seriously considers your application and the positive impact a grant award could have on our community.

Sincerely,



Ron Hirth
Mayor, Village of Golf Manor





Port of Greater Cincinnati
DEVELOPMENT AUTHORITY

3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202
513.621.3000

December 15, 2016

*Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202*

Dear Laura:

I am writing in support of your upcoming submittal to the U.S. EPA on behalf of the Port of Greater Cincinnati Development Authority for \$300,000 for a Community-Wide Brownfields Assessment Grant. We understand that your efforts will focus in neighborhood clusters, which includes the communities of Camp Washington, Queensgate, Lower Price Hill, North and South Fairmount, South Cumminsville, Roselawn, Bond Hill, and the Village of Golf Manor.

The Hamilton County Land Reutilization Corporation, (HCLRC or Landbank) works to promote and facilitate the reclamation, rehabilitation, and reutilization of vacant, abandoned, tax-foreclosed, or other real property within Hamilton County in order to stabilize communities and prime them for redevelopment opportunities.

The HCLRC partners with stakeholders to assist communities in achieving their commercial and residential property strategies through catalytic investment in target areas. These investments attract new residents, lead to improved community quality of life, blight and nuisance abatement, increased property values, and the return of unproductive properties to contributing, tax-paying status.

Upon successful receipt of U.S. EPA funding, the Landbank's role will be to work with the Port Authority to assist in acquiring strategic parcels through the tax foreclosure process. We pledge to support the Port Authority with approximately 4 in-kind service hours per month for these activities throughout the entirety of the U.S. EPA 3-year project period (144 hours total). Our efforts will focus on advocacy, education and promotion of grant benefits through participation in meetings and sharing information on our website, as well as assistance as needed in acquisition or property access efforts.

We appreciate your work to advance the economy of our region and hope that the U.S. Environmental Protection Agency seriously considers your application and the positive impact a grant award could have on our community.

Sincerely,

*Christopher M. Recht
Counsel, Port of Greater Cincinnati Development Authority as Management Company
For the Hamilton County Land Reutilization Corporation*



Queensgate Business Alliance 1301 Western Avenue Cincinnati, OH 45203

December 20th, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Ms. Brunner:

Queensgate Business Alliance is pleased to provide this letter of support for the Port's U.S. Environmental Protection Agency Community Wide Brownfield Assessment grant proposal.

The Queensgate Business Alliance Inc. (QBA) advances the interests of businesses located in the Queensgate area (a part of the South Mill Corridor within Cincinnati, Hamilton County, Ohio.) Founded in 2006, the Queensgate Business Alliance is the voice for businesses operating in the Queensgate neighborhood. The Alliance is a coalition of member businesses with one goal: to increase their collective and individual economic strength.

The businesses and employees that occupy our neighborhood and participate within our organization are passionate about Cincinnati's success. Upon successful receipt of U.S. EPA funding, our role will be to support the Port Authority through advocating program participation, working with business owners to identify properties for expansion, providing feedback on site history and knowledge during the assessment process, and providing information on grant benefits and community outreach/public meetings. We will dedicate approximately 4 hours per month over the grant implementation period towards these efforts.

These efforts tie to our mission and goals which include:

- To aid in obtaining or improving necessary or beneficial services for Queensgate area businesses;
- To encourage and stimulate community development and improvements in business conditions in the area and;
- To expand employment and to enable business to increase their economic strength and improve their competitive position

By providing funds to inventory, characterize and assess brownfield sites within the County, this grant will provide additional sites for our organization to build business growth. We are committed to working with the Port Authority to support the Port's brownfield program.

We appreciate your interest in helping Queensgate and hope that the U.S. Environmental Protection Agency seriously considers your application and the positive impact a grant award could have on our neighborhood.

Very truly yours,

David K. Noell
Queensgate Business Alliance, President
david@northshorecds.com
513.616.2121



3 East Fourth Street
Suite 301
Cincinnati, Ohio 45202-3728
P 513.562.8474
www.REDICincinnati.com

December 15, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Laura,

The Regional Economic Development Initiative (REDI) Cincinnati is the first point-of-contact for businesses interested in locating or expanding in the 15-county, three-state Greater Cincinnati region of Southwest Ohio, Northern Kentucky and Southeast Indiana. As you know, we promote and foster job creation in Greater Cincinnati, which is home to more Fortune® companies per capita than New York, Chicago or L.A. The Port Authority is a strategic partner in these endeavors throughout the region.

This letter expresses REDI's support and commitment to you in your recent effort to apply for U.S. Environmental Protection Agency (EPA) Community-Wide Brownfield Assessment grant funding. We applaud your efforts to continue addressing important economic development, health and environmental issues. The remediation of these issues makes it possible for REDI to market former brownfield sites to potential end users.

We understand you will use the \$300,000 in grant funding to conduct environmental assessments that will eventually lead to the cleanup and development of potentially contaminated brownfields. In particular, this grant will help to address brownfield sites in the following neighborhoods:

- Bond Hill
- Camp Washington
- Lower Price Hill
- North and South Fairmont
- Queensgate
- Roselawn
- Village of Golf Manor

The assessment funding is the essential connection between potential revitalization and job creation at brownfield sites in these key land-locked neighborhoods. Addressing sites in these neighborhoods will support ongoing investments to create jobs and enhance livability through expanded transportation choices and improved public health.



@GrowCincyUSA
/REDICincinnati
REDICincinnati

Our role, upon your successful receipt of U.S. EPA funding, will be to assist with:

- Prioritizing sites
- Marketing eligible brownfield properties within key neighborhoods to participate in the program
- Promoting new business expansion for sites that are assessed or remediated through the Port's brownfield efforts

We are committed to supporting your efforts on this important program and overall initiative to create additional jobs within Greater Cincinnati. Please contact me at (513) 562-8474 if I can provide additional information.

Sincerely,



Johnna Reeder
President & CEO
REDI Cincinnati





December 20, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Dear Laura:

I am writing this letter to support your submittal to the U.S. Environmental Protection Agency for a grant in the amount of \$300,000 for a Community-Wide Brownfields Assessment Grant. Previously, we have worked closely with the Port Authority on their redevelopment of TechSolve II and the 1682 building on Seymour Avenue to make certain that the sites would succeed.

With Roselawn being one of the key neighborhoods that would benefit from your receiving the grant, we truly believe that we could work together to improve the brownfield sites in our neighborhood and position them for redevelopment. If the Port Authority were to be awarded the Assessment Grant, the Roselawn Business Alliance would assist with the community outreach and the necessary meetings with the residents to describe the program and how it would benefit our neighborhood. We would work closely with the Port Authority to identify and analyze sites that could be included in the program and keep the neighborhood residents and businesses informed on the progress over the 3-year term.

We recommend to the EPA that they award the Port Authority the grant so that we can continue working closely with them to support and achieve our neighborhood objectives.

Sincerely,

Kurt Billups
President
Roselawn Business Alliance



The Southwest Ohio Region
WORKFORCE INVESTMENT BOARD

December 13, 2016

Laura N. Brunner
President / CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Re: Letter of Support for U.S. EPA Brownfield Assessment Grant

Dear Laura:

The Southwest Ohio Region Workforce Investment Board (SWORWIB) implements the Workforce Innovation and Opportunity Act – WIOA in the City of Cincinnati and Hamilton County. The board is responsible for developing strategies to engage employers, employees, government, education, organized labor and community-based organizations in a partnership to strengthen and expand the workforce resources of the region for the benefit of all the participants and communities where we live, work and raise our families.

The SWORWIB strongly supports the Port of Greater Cincinnati Development Authority in their request for funding from the U.S. EPA for assessment and cleanup planning of eligible brownfield properties.

This USEPA Assessment grant will benefit our community by establishing attractive business sites in which new businesses may expand or relocate to our region; creating new jobs for our residents and the underemployed. Jobseekers with specialized environmental skillsets may also benefit directly from this opportunity and employment prospects as assessment projects will result in lead and asbestos abatement and/or petroleum removal during the cleanup processes.

The Southwest Ohio Region Workforce Investment Board appreciates the opportunity to partner with the Port Authority and promote the opportunities that come from this program to our served employers and jobseekers. The SWORWIB principals are founded in economic development and we strongly encourage the award of funds to establish this much needed program.

Sincerely,

A handwritten signature in green ink, reading "Sherry Kelley Marshall", is written over the typed name.

Sherry Kelley Marshall,
President / CEO

WORKING IN NEIGHBORHOODS

Harnessing the Power of Neighborhood Leadership
to Build Strong Communities across Greater Cincinnati

December 16, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Re: Letter of Support for U.S. EPA Brownfield Assessment Grant

Dear Ms. Brunner:

Working In Neighborhoods (WIN) supports the Port of Greater Cincinnati Development Authority's application for funding from the U.S. EPA for brownfield assessment and cleanup planning for eligible properties in Cincinnati's South Cumminsville neighborhood.

This effort aligns with WIN's work to move South Cumminsville out of poverty. Our partnership with the South Cumminsville Community Council and the City of Cincinnati will improve housing, safety, health, employment opportunities, transportation and walkability, and education for residents. U.S. EPA funding to assess environmental conditions and to develop strategies for clean-up and redevelopment of these sites would represent a huge step forward in South Cumminsville's revitalization efforts.

Many vacant industrial and manufacturing sites are located in the neighborhood. These funds will move us closer to addressing economic, social and environmental challenges that negatively affect health outcomes and economic opportunities in the community. Clean up and reutilization of these sites will promote economic development, employment, and a better quality of life for residents in and near South Cumminsville.

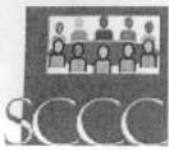
Upon successful receipt of U.S. EPA funding, Working In Neighborhoods will support community outreach information sharing about the brownfield program. We are committed to providing our assistance to identify eligible sites for redevelopment and bring residents together to participate in the planning process. Contact me at (513) 541-4109 if I can answer any questions.

Thank you for your consideration of the Port of Greater Cincinnati Development Authority's request for brownfields funding for the South Cumminsville community.

Sincerely,



S. Barbara Busch, Executive Director
Working In Neighborhoods



South Cumminsville Community Council

1814 Dreman Ave. Cincinnati, OH 45223

513-541-4109

December 15, 2016

Laura Brunner
President & CEO
Port of Greater Cincinnati Development Authority
3 East Fourth Street, Suite 300
Cincinnati, Ohio 45202

Re: Letter of Support for U.S. EPA Brownfield Assessment Grant

Dear Ms. Brunner:

South Cumminsville Community Council (SCCC) is pleased to submit this letter of support to the Port of Greater Cincinnati Development Authority to seek grant funding from U.S. EPA for assessment and cleanup planning of eligible brownfield properties.

South Cumminsville has a population of 1,630 people, is 0.435 square miles in area, and is conveniently located adjacent to I-74 and just west of I-75. With a poverty rate of over 65%, SCCC and Working in Neighborhoods (WIN), have been working together on getting the community out of poverty in the next generation. Some of the areas of focus are safety, access to fresh food and health care, walkability, housing development and education.

We have been working diligently with the City to address issues on surrounding brownfield properties and improving the health, safety, and housing. We understand the value and importance of U.S. EPA funding to our neighborhood to address environmental issues and redevelop properties that create jobs. Upon successful receipt of U.S. EPA funding, we pledge to support you in the following roles:

- participate in community outreach and share information about the brownfield program; and
- participate in redevelopment planning and provide feedback for eligible sites in our neighborhood.

We hope that EPA will realize the available opportunities that could positively affect and transform our neighborhood in your application and grant you brownfields funding. Please call me at (513) 541-4109 if we can answer any questions or assist in any way with your efforts.

Sincerely,

Marilyn Evans, President
South Cumminsville Community Council

Attachment C
Applicant Eligibility & Community Involvement
Community-Wide Assessment Grant

1. Applicant Eligibility:

The Port of Greater Cincinnati Development Authority is a quasi-public agency established by the City of Cincinnati and Hamilton County in 2001. In 2008, the Port Authority was re-formed and empowered to take a leadership position in regional economic development. Copies of the Authorizing Resolution and Amended & Restated Agreement for Creation of the Port Authority are provided on the following pages.

2. Community Involvement:

The Port Authority intends to implement a comprehensive plan to involve the community in the grant project. This plan includes obtaining feedback from organizations listed in Section 3.c, and whose Letters of Commitment to involvement are provided as Attachment B, who will assist in the implementation of the grant, including public outreach, site prioritization and preliminary redevelopment plans.

After an assessment is completed, the primary information flow will be outward to the community, notifying local stakeholders about assessment activities, providing results of the assessments, and explaining health and environmental impacts. Assessment results will be posted on the Port Authority's website. If health threats are identified, the Port Authority will contact the City of Cincinnati and Hamilton County Health departments (Sections 3.b.i, c), who will notify impacted citizens as needed. The Port Authority will provide a factsheet on their respective websites to be updated for public comment when each quarterly report is submitted to U.S. EPA. In addition, the Port Authority will utilize ACRES to submit data to U.S. EPA. This information will then be used to develop project profiles so that the public can track the progress of sites in their community. The Port Authority will also make available copies of any funding applications for cleanup at sites assessed under the requested grant. When cleanup and/or redevelopment planning is initiated, more intensive involvement activities, including explanations of plans and rationales and solicitation of comments and feedback on those plans, will be implemented. These efforts will involve collaborating with community members, agencies, and businesses to identify appropriate end uses and create a redevelopment plan for the site. The Port Authority is committed to utilizing grant funds to become more fiscally and environmentally sustainable. As applicable, during the redevelopment of brownfield sites, the Port Authority will consult with the Cincinnati Regional Chapter of the U.S. Green Building Council concerning the utilization of sustainable/green building approaches and techniques. At the close of the project, the Port Authority will hold a final public meeting to notify the community of the outcomes of the project. The presentation materials and minutes will be archived and placed on community partner and local government websites.

Following notice of a grant award, the Port Authority will announce the award and the availability of the draft Work Plan to the community through a press release to the Cincinnati Enquirer, the Cincinnati Business Courier, and Greater Cincinnati's Spanish-language news outlet, La Jornada Latina. The Port Authority will also place advertisements on local TV & digital affiliates WCPO, WLWT, WXIX, WKRC and radio/ digital affiliates both AM and FM and NPR affiliate WXXU/WMUB, including Greater Cincinnati's Spanish-language radio station La Mega 97.7 FM. The Port Authority will also communicate and make available information about the grant on their respective websites, newsletters, and social media platforms such as Twitter and LinkedIn, and via popular community newsblogs that address urban development issues. Community partners have pledged support to also aid in the communication to the neighborhood and broader community through their communication channels such as websites, social media, group emails, and newsletters. We will also send

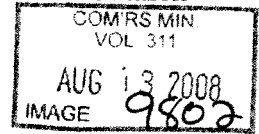
written or electronic notices to local business leaders (bankers, real estate brokers, developers). The Port Authority will establish a LinkedIn group for the grant, which will allow the community to interact with the Port during the entire project. The Port Authority will include instructions on how to reach these forums in the initial press release. Hard copies of the draft Work Plan will be made available at respective Port offices and public libraries to ensure access for those without appropriate information technology, knowledge, or experience.

The Port Authority will communicate project progress through public meetings at major project milestones, including: 1) project kick-off; 2) completion of Phase I and II activities; and 3) reuse and remedial planning. Specific stakeholders, such as residents adjacent to a targeted site, may also receive information via mail or phone. Port representatives will make presentations to describe the grant process and address the concerns of residents and business owners. The Port Authority will also attend community organization meetings to discuss the project and/or specific site assessments. The public will be able to provide comments to the Port Authority either electronically, verbally, or in writing. Comments will be discussed at a public meeting hosted by the Port and the draft Work Plan will be modified in response to relevant comments.

ORIGINAL CONTRACT
RETURN TO FINANCE DEPT

85x 0014

Final as Approved by Council



**Amended and Restated
Agreement for the Creation of a Port Authority**

The City of Cincinnati, an Ohio political subdivision and municipal corporation (the "City") and the County of Hamilton, an Ohio county and political subdivision (the "County"), enter into this Amended and Restated Agreement for the Creation of a Port Authority (the "Restated Port Agreement") in order to amend, remove restrictions from and restate that certain Agreement for the Creation of The Port of Greater Cincinnati Development Authority between the City and the County that went into effect in 2000 (the "Original Port Agreement" which, as amended and restated hereby and as the same may be further amended, supplemented or superseded in writing by the parties hereto, is referred to herein as the "Agreement").

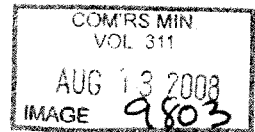
Recitals

A. Pursuant to Ohio Revised Code Sections 4582.21 through 4582.59 (as amended from time to time, the "Port Act") and Ordinance No. 365-2000 passed by Cincinnati City Council ("Council") on October 4, 2000, a Resolution duly adopted by the Board of County Commissioners ("BOCC") of the County and the Original Port Agreement (collectively, the "Formative Documents"), the City and the County acted jointly to (1) create the Port of Greater Cincinnati Development Authority (the "Port Authority"), (2) dissolve the entity known as the "Port Authority for Brownfields Redevelopment in Cincinnati and Hamilton County" and transfer the assets and liabilities of that "Brownfields Authority" to the Port Authority, (3) generally limit and restrict the authority and powers of the Port Authority to "Banks Redevelopment" and "Brownfields Redevelopment" as and to the extent, and as defined in, the Original Port Agreement, and (4) provide for the intended City and County funding levels for the operations of the Port Authority for an initial period.

B. At the request of the Port Authority, the City (pursuant to Ordinance No. 270-2008 passed by Council on August 6, 2008) and the County (pursuant to a Resolution adopted by the BOCC on August __, 2008) have each authorized the execution and delivery of this Restated Port Agreement in order to amend and restate the Original Port Agreement and, among other things, to thereby: (1) pursuant to Revised Code Section 4582.22, grant to the Port Authority substantially all additional powers permitted under the Port Act by the removal of substantially all of the limitations and restrictions on those powers contained in the Original Port Agreement, (2) pursuant to Revised Code Section 4582.27, change the number of directors comprising the board of directors of the Port Authority, with such changes and the transition thereto to be accomplished, effective as of the Board Transition Time (defined in Section 1 hereof), in accordance with Sections 1 and 4 hereof, and (3) establish anticipated funding levels for Port Authority operations.

NOW, THEREFORE, in consideration of the mutual promises and agreements herein, the City and the County covenant and agree with each other as follows:

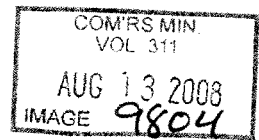
Section 1. *Effective Date; Board Transition Time; Effect of Restated Port Agreement; Continuity of Agreement.* This Restated Port Agreement shall go into effect on and have prospective application from and after the date on which it has been executed by both the City and the County (the date on which the second of them signs this Restated Port Agreement is referred to herein as the "Effective Date"); provided, that the changes in the board of directors to



be implemented pursuant to Section 4 of this Restated Port Agreement shall take effect in accordance with that Section 4 and those changes and the transition contemplated by that Section 4 shall be completed, and shall take full effect, upon the convening of the Board Reorganization Meeting required by Section 4.F hereof, with a quorum in attendance as required thereby (herein, the "Board Transition Time"). The Original Port Agreement shall remain in full force and effect until this Restated Port Agreement goes into effect on the Effective Date; provided, that the provisions of section 4 of the Original Port Agreement pertaining to the terms of and appointments to the board of directors of the Port Authority shall remain in effect thereafter until the Board Transition Time. The existing board of directors of the Port Authority established under Section 4 of the Original Port Agreement ("Existing Board") is hereby confirmed as the board of directors of the Port Authority until the Board Transition Time with all rights, powers and privileges appertaining thereto (including with respect to the additional powers and jurisdiction granted to the Port Authority under this Restated Port Agreement), and all directors appointed to the Existing Board, and all actions heretofore or hereafter (until the Board Transition Time) taken by the Existing Board and by those directors, in their official capacities on behalf of the Port Authority, are hereby approved. As of the Effective Date, the Original Port Agreement shall be amended and restated hereby so that: (i) from and after the Effective Date, each and every provision of the Original Port Agreement other than Section 4 thereof that would otherwise have continuing applicability is and shall be deleted from the Agreement and those provisions shall be replaced by the provisions of this Restated Port Agreement, and thereafter such deleted and replaced provisions of the Original Port Agreement will be of no further force or effect, (ii) from and after the Effective Date all of the restrictions and limitations on the powers or jurisdiction of the Port Authority imposed by the Original Port Agreement, except to the extent that any restrictions or limitations are expressly set forth in this Restated Port Agreement, shall be and hereby are removed and the City, through the Council ordinance approving this Restated Port Agreement, and the County, through the BOCC resolution approving this Restated Port Agreement, hereby grant to the Port Authority, from and after the Effective Date, all of the additional powers and jurisdiction permitted under Ohio law, without any restrictions or limitations whatsoever, except as are expressly set forth in this Restated Port Agreement, (iii) from and after the Effective Date and until the Board Transition Time the provisions of section 4 of the Original Port Agreement pertaining to the terms of and appointments to the board of directors of the Port Authority shall remain in effect but shall be subject to the implementation of the changes in the board of directors to be implemented pursuant to Section 4 hereof, and (iv) from and after the Board Transition Time, each and every provision of section 4 of the Original Port Agreement is and shall be deleted from the Agreement and will be of no further force or effect.

Section 2. *Creation and Existence of Port Authority.* Pursuant to the Port Act, particularly Ohio Revised Code Section 4582.22, the City and County have by the Formative Documents created the Port Authority and by this Restated Port Agreement acknowledge and confirm the continued existence of the Port Authority pursuant to and throughout the term of the Agreement.

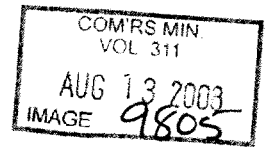
Section 3. *Jurisdiction and Powers of the Port Authority.* The general jurisdiction of the Port Authority shall include (i) all of the territory (whether incorporated or unincorporated) within the boundaries of Hamilton County, Ohio, as the same now or hereafter from time to time exist, (ii) any and all portions of the incorporated territory of the City of Cincinnati that are, now or hereafter, outside of the territorial boundaries of the County and (iii) any other territory now or hereafter included within the jurisdiction of the Port Authority pursuant to the Port Act. The Port



Authority shall be a body corporate and politic and shall have and may exercise, whether within or without the City or the County and without any implied limitation hereunder, all of the powers and jurisdiction now or hereafter given to it by or pursuant to the Port Act or other applicable Ohio law, as the same may be expanded or limited by changes in Ohio law or by subsequent written amendment of or supplement to the Agreement, except only to the extent expressly set forth in this Restated Port Agreement. The exercise of its powers and jurisdiction by the Port Authority shall be deemed to be an essential governmental function of the State of Ohio.

Section 4. *The Port Authority Board of Directors.* As of the Board Transition Time, pursuant to Ohio Revised Code Section 4582.27, the number of directors comprising the board of directors of the Port Authority (the "Board") shall be and is hereby changed from eighteen (18) to ten (10) directors, of which five (5) shall be appointed by the Mayor of the City, with the advice and consent of Council, and five (5) shall be appointed by the BOCC, it being intended that, in addition to any other legal requirements, those directors will have an expressed interest in, and a business, employment or other background reasonably anticipated to provide expertise relevant to, promoting economic development and redevelopment within the jurisdiction of the Port Authority. This change in the number of directors comprising the Board, and the transition from the Existing Board to the initial Board appointed pursuant to this Section 4, shall be accomplished as follows:

- A. Two of the director positions initially filled by appointment by the Mayor and two of the director positions initially filled by appointment by the BOCC pursuant to each of the Sections 4.A, 4.B and 4.C of the Original Port Agreement are hereby eliminated.
- B. The Mayor (with the advice and consent of Council) and the BOCC shall each appoint one director to serve on the Board for the remainder of the unexpired term of one of the directors appointed or reappointed by each to the position initially filled pursuant to Section 4.A of the Original Port Agreement (which term is currently scheduled to expire in 2009).
- C. The Mayor (with the advice and consent of Council) and the BOCC shall each appoint one director to serve on the Board for the remainder of the unexpired term of one of the directors appointed or reappointed by each to the position initially filled pursuant to Section 4.B of the Original Port Agreement (which term is currently scheduled to expire in 2010).
- D. The Mayor (with the advice and consent of Council) and the BOCC shall each appoint one director to serve on the Board for the remainder of the unexpired term of one of the directors appointed or reappointed by each to the position initially filled pursuant to Section 4.C of the Original Port Agreement (which term is currently scheduled to expire in 2011).
- E. Four new director positions are hereby created on the Board, with the terms of the directors first appointed to those positions on the Board to expire in 2012; two of those directors shall be appointed by the Mayor, with the advice and consent of Council, with an initial term expiring on December 31, 2012; and two of those directors shall be appointed by the BOCC, with an initial term expiring on November 6, 2012.
- F. On a day and at a time determined by the Chair of the Existing Board, in consultation with the President of the Port Authority, which day shall be not more than thirty (30) days after the later of (i) the date of adoption of a resolution of the BOCC appointing the last of the five BOCC appointments to the Board and (ii) the effective date of the consent by Council to the last of the five mayoral appointments to the Board, the Secretary or other appropriate officer of the Port Authority shall call an organizational meeting of the Board ("Board Reorganization



Meeting”) in accordance with all legal requirements. Upon the convening of the Board Reorganization Meeting, with a quorum of the Board in attendance, the Board and the directors appointed pursuant to this Section shall succeed to all rights and powers of the Existing Board and the directors appointed thereto, and the Existing Board shall cease to exist and all terms of appointment of the directors appointed to the Existing Board shall forthwith terminate. At the Board Reorganization Meeting, the Board shall elect from its members a Chair and a Vice Chair, shall designate the Secretary (which may, but need not be, a director) and any Assistant Secretaries in accordance with the Bylaws adopted by the Existing Board, shall establish the regular meeting dates of the Board for the remainder of the current year, and shall conduct such other business of the Port Authority as shall be properly before the Board at that time.

Upon the expiration of the term of any incumbent member of the Board, and if any position on the Board shall become vacant for any reason, that position on the Board shall be filled by the appointing authority that appointed the incumbent or predecessor member, and in the same manner that the incumbent or predecessor was appointed. All directors so appointed shall serve for a term of four years, except that any person appointed to fill a vacancy shall serve only for the unexpired term. Any member of the Board shall continue in office subsequent to the expiration date of the member’s term until the member’s successor takes office. A member of the Board is eligible for reappointment without limitation. Each member of the Board shall serve without compensation, but may receive reimbursement for the member’s reasonable expenses incurred in the performance of the duties of the member. No member appointed to the Board shall hold any other public office or employment except that of Notary Public, member of the State Militia or member of a reserve component of the United States Armed Forces; provided, that employment in a public school system or other educational institution shall not be a violation of this section. No member of the Board shall be interested in the profits or emoluments of any contract, job, work or service of the Port Authority, other than as permitted by Ohio law. Any member of the Board may be removed by that member’s appointing authority for misfeasance, nonfeasance or malfeasance in office.

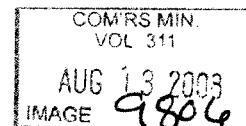
Section 5. *Requirements of the Port Authority.*

A. The Port Authority shall provide advance written notice and invitation to attend all meetings of the Board to individuals designated by either the Mayor or City Manager of the City or by the BOCC President or the County Administrator of the County.

B. The Port Authority shall report no less than annually to, and shall file its biennial report (if any) with, the City and the County on matters pertaining to its development and redevelopment activities, projects and programs, including information with respect to completion of projects or phases of projects, completed economic development financing activities, and the economic impact of completed projects and development financing activities, including economic inclusion results.

C. The Port Authority shall establish policies (no less than the City’s own minimum standards as determined by the Board) that stimulate economic inclusion and ensure an equal opportunity to participate in Port Authority projects among all ages, races, and genders in all aspects, including in design, construction, execution, and operation.

D. The Port Authority may appoint such community advisory committees as it deems appropriate.



E. Before exercising the power of eminent domain, the Port Authority shall obtain the approval of (i) Council if the subject property is, in whole or in part, within the incorporated territory of the City or (ii) the BOCC if the property is, in whole or in part, within the boundaries of the County but entirely outside of the incorporated territory of the City; provided, that sixty (60) days after delivery of an adopted Board resolution requesting any such approval to the City (to the Manager) or the County (to the Administrator), the approval shall be deemed granted if not denied.

Section 6. In order to provide funding to carry out the activities, projects and programs of the Port Authority pursuant to the Agreement, the City and the County agree to provide in calendar year 2008, and agree to provide, subject to annual appropriation by the Council or the BOCC, as applicable, in subsequent years during the term of the Agreement, not later than May 1 of the applicable year, \$350,000 (to provide a total of \$700,000) to the Port Authority in each of those years. The amounts provided to the Port Authority by the City and the County pursuant to this Section 6 shall be used by the Port Authority for the operating expenses of the Port Authority as authorized by the Board and for any activities, projects and programs of the Port Authority that the Board deems appropriate, consistent with the Port Act and this Restated Port Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Amended and Restated Agreement for the Creation of a Port Authority to be executed on the dates stated below:

Recommended for City by:

William B. Davis
Director of Economic Development

CITY OF CINCINNATI, OHIO

By: *Milton Doherty Jr*

Approved as to Form for City by:

Stephen J. Fagel
Asst. City Solicitor

Milton Doherty Jr
City Manager

Date: *August 28*, 2008

Recommended for County by:

Patrick Thompson
County Administrator

COUNTY OF HAMILTON, OHIO

By: *[Signature]*
President, Board of County Commissioners

Approved as to Form for County by:

Prosecuting Attorney

And by: *[Signature]*
County Commissioner

And by: _____
County Commissioner

CERTIFICATE AUG 26 2008
FUNDING 050968 0000 7289
350,000.00
ASST. *John M. [Signature]*

Date: *Aug 13*, 2008



Hamilton County

Board of County Commissioners

Todd Portune
President of the Board
Phone (513) 946-4401
Fax (513) 946-4446

David Pepper
Vice President
Phone (513) 946-4409
Fax (513) 946-4407

Pat DeWine
Phone (513) 946-4405
Fax (513) 946-4404

Room 603
County Administration Building
138 East Court Street
Cincinnati, Ohio 45202

TDD/TTY: (513) 946-4719
www.hamiltoncountyohio.gov

Patrick Thompson
Administrator
Phone (513) 946-4420
Fax (513) 946-4444

Jacqueline Panioto
Clerk of the Board
Phone (513) 946-4414
Fax (513) 946-4444

September 22, 2008

Ms. Kim Satzger
Port Authority
1014 Vine Street, Suite 1440
Cincinnati, Ohio 45202

Dear Ms. Satzger:

The Board of County Commissioners, at its meeting on September 10, 2008 adopted a resolution authorizing an amendment to Section 5(E) of the amended and restated agreement for the creation of the Port Authority.

I am enclosing a certified copy of said resolution for your records.

Very truly yours,

A large, stylized cursive signature of Jacqueline Panioto.

Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

Enclosure
JP/das

On motion of Mr. Pepper, seconded by Mr. Portune the resolution was adopted.

COMRS MIN.
VOL 311

SEP 10 2008
IMAGE 17317

15-2
K. Satzger

**RESOLUTION AUTHORIZING AN AMENDMENT TO SECTION 5(E)
OF THE AMENDED & RESTATED AGREEMENT FOR
THE CREATION OF THE PORT AUTHORITY**

BY THE BOARD:

WHEREAS, a Resolution Authorizing the Amended & Restated Agreement for the Creation of a Port Authority was previously adopted by the Board on August 13, 2008 as recorded at Vol 311, Image 9799-9798; and

WHEREAS, the City and County have agreed to amend Section 5(E) of said Agreement; now, therefore;

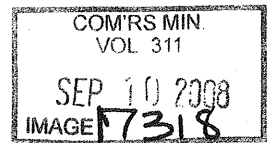
BE IT RESOLVED by the Board of Commissioners of Hamilton County, Ohio that the County Administrator is authorized and directed to execute an amendment to Section 5(E) of the current Amended and Restated Agreement for the Creation of a Port Authority to read as follows:

"Before exercising the power of eminent domain, the Port Authority shall obtain the approval of (i) Council if the subject property is, in whole or part, within the incorporated territory of the City or (ii) the BOCC if the property is, in whole or part, within the boundaries of the County but entirely outside of the incorporated territory of the City. The City or County shall respond to the Port Authority Board request within sixty days. If not affirmatively approved by the Council or BOCC within sixty days after delivery of an adopted Board resolution requesting any such approval, the request shall be deemed denied."

BE IT FURTHER RESOLVED that the Clerk of the Board be and hereby is authorized and directed to certify copies of this resolution to Kim Satzger, President of the Port Authority and the City of Cincinnati's Clerk of Council.

ADOPTED at a regularly adjourned meeting of the Board of Commissioners of Hamilton County, Ohio, this 10th day of September, 2009.

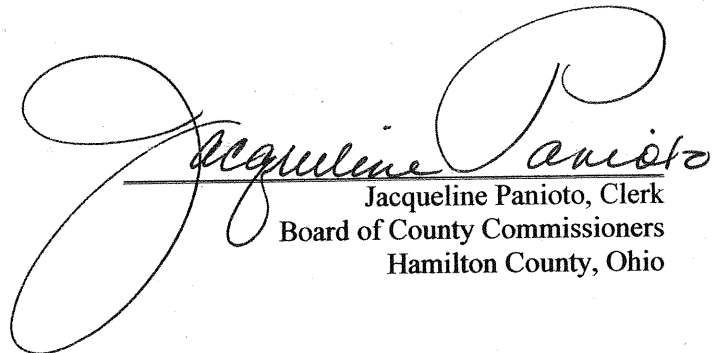
Mr. DeWine YES Mr. Pepper YES Mr. Portune YES



CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcript of a resolution adopted by the Board of Commissioners of Hamilton County, Ohio, in session the 10th day of September, 2008.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Official Seal of the Office of the Board of Commissioners of Hamilton County, Ohio the 10th day of September, 2008.


Jacqueline Panioto, Clerk
Board of County Commissioners
Hamilton County, Ohio

SJE
JPC/RAH

RESOLUTION NO. 47 - 2008

EXPRESSING City Council's commitment to the success of the revised Port Authority by recommending that the City Manager amend the Amended and Restated Agreement for the Creation of a Port Authority.

WHEREAS, on August 6, 2008, Council passed Ordinance 270-2008 authorizing the City Manager to enter into an Amended and Restated Agreement for the Creation of a Port Authority (the "Agreement"); and

WHEREAS, on August 13, 2008, the City and County completed execution of the Agreement; and

WHEREAS, the Board of Commissioners for Hamilton County, Ohio is proposing to amend Section 5.E. of the Agreement regarding the exercise of eminent domain powers by the Port Authority; and

WHEREAS, City Council, in order to promote uniformity with the County in the operation of the Port, also recommends that the City agree to such an amendment; now, therefore,

BE IT RESOLVED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager of the City of Cincinnati ("City") and the Board of Commissioners of Hamilton County ("BOCC" or "County") shall amend Section 5.E. of the Amended and Restated Agreement for the Creation of a Port Authority to read as follows:

Before exercising the power of eminent domain, the Port Authority shall obtain the approval of (i) Council if the subject property is, in whole or part, within the incorporated territory of the City or (ii) the BOCC if the property is, in whole or part, within the boundaries of the County but entirely outside of the incorporated territory of the City. The City or County shall respond to the Port Authority Board request within sixty days. If not affirmatively approved by the Council or BOCC within sixty days after delivery of an adopted Board resolution requesting any such approval, the request shall be deemed denied.

Section 2. That this resolution be spread upon the minutes of Council and copies sent to the City Manager and the Hamilton County Board of County Commissioners.

Passed September 10, 2008

Attest: William A. [Signature]
Clerk

[Signature]
Mayor

Submitted by Councilmember John Cranley

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

12/22/2016

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Port of Greater Cincinnati Development Authority

* b. Employer/Taxpayer Identification Number (EIN/TIN):

31-1752368

* c. Organizational DUNS:

1267366720000

d. Address:

* Street1:

3 East Fourth Street

Street2:

* City:

Cincinnati

County/Parish:

Hamilton

* State:

OH: Ohio

Province:

* Country:

USA: UNITED STATES

* Zip / Postal Code:

45202-3728

e. Organizational Unit:

Department Name:

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Ms.

* First Name:

Melissa

Middle Name:

* Last Name:

Johnson

Suffix:

Title: Vice President of Industrial Revitalization

Organizational Affiliation:

* Telephone Number:

(513) 632-3833

Fax Number:

(513) 621-1080

* Email: mjohnson@cincinnatiport.org

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

X: Other (specify)

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

Port Authority

* 10. Name of Federal Agency:

Environmental Protection Agency

11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-16-08

* Title:

FY17 Guidelines for Brownfields Assessment Grants

13. Competition Identification Number:

NONE

Title:

None

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

U.S. EPA Brownfields Petroleum and Hazardous Substances Assessment Grant

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="300,000.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="300,000.00"/>

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed: